



Corporate Communications Directorate

AMAR UJALA

DELHI

19 FEBRUARY 2026

तैयारी

एयरपोर्ट के पास छह निजी और दो सरकार अस्पतालों को किया शामिल

घरेलू उड़ान होने से पहले आपदा से निपटने को तैयार होगा स्वास्थ्य विभाग

अमर उजाला नेटवर्क

नोएडा। जेवर में अंतरराष्ट्रीय एयरपोर्ट से घरेलू उड़ान शुरू होने से पहले हेल्थ डिजास्टर प्लान तैयार हो रहा है। इसकी जिम्मेदारी स्वास्थ्य विभाग को दी गई है। उसने इस पर काम शुरू कर दिया है। इसके लिए आठ अस्पताल चुने गए हैं। इनमें से चार निजी और दो सरकारी अस्पताल हैं। सभी अस्पतालों की एयरपोर्ट से दूरी और उचित संसाधनों का ब्योरा एकत्रित करके माइक्रो प्लान तैयार किया जा रहा है।

डिप्टी सीमओ डॉ. चंदन सोनी ने बताया कि शासन ने यह प्लान तैयार करने का निर्देश दिया

डिजास्टर कमेटी को माइक्रो प्लान

डॉ. चंदन सोनी ने बताया कि हमारी अस्पतालों के साथ मीटिंग हो चुकी है। हमने एक चेकलिस्ट भी बनाई है। माइक्रो प्लान बनाकर डिजास्टर कमेटी को सौंप दिया जाएगा। घरेलू उड़ान शुरू होने से पहले यह सभी कार्य पूर्ण कर लिए जाएंगे।

है। यदि एयरपोर्ट के बाहर कोई आपदा आती है तो स्वास्थ्य विभाग प्रबंधन के लिए किस तरह काम करेगा और इलाज की सुविधा क्या हो सकेगी? इस प्लान के तहत तकरीबन 50 किलोमीटर के दायरे के 8 अस्पतालों से टाइप किया गया है। इन अस्पतालों में उपलब्ध संसाधन और स्टाफ की रिपोर्ट मांगी गई है। इसके अलावा अस्पताल की दूरी को भी ध्यान

में रखा गया है। यदि किसी अस्पताल में 6 स्पेशलिस्ट हैं और वहां पर जरूरत 10 की है ऐसे में स्टाफ की संख्या कैसे बढ़ाई जा सकती है इस पर काम हो रहा है। सूची में अधिकतर निजी अस्पताल हैं ऐसे में स्टाफ व संसाधन बढ़ाने का काम निजी अस्पताल स्वयं ही करेंगे हालांकि निर्देश स्वास्थ्य विभाग की ओर से दिए जा रहे हैं।



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 FEBRUARY 2026

FedEx to invest ₹2,500 cr in Navi Mumbai cargo hub

Aneesh Phadnis
Mumbai

FedEx will invest ₹2,500 crore in developing an air cargo hub at Navi Mumbai airport to support India's trade and transshipment ambitions.

The hub will comprise a fully automated facility over 3 lakh sq ft, with dedicated freighter parking bays.

Maharashtra Chief Minister Devendra Fadnavis performed a ground breaking ceremony along with the senior leadership of FedEx and Adani Airports on Wednesday.

The facility will be operational in two years and will result in direct and indirect employment of 6,000 persons.

"India's trade ambition is entering a new phase — moving beyond point-to-point volume flows towards hub-led transshipment-driven logistics. FedEx Navi Mumbai hub is designed to support this shift," said Raj Subramaniam, President and CEO, FedEx. The world's largest express transport company has air cargo hubs in Guangzhou (China) and Dubai.

FIRST FACILITY

This will be a first such facility in India and comes as companies explore new markets and diversify their supply chains.

FedEx said the Navi Mum-

The facility will be operational in two years and will result in direct and indirect employment for 6,000 people

bai hub will support trade flows across South-East Asia, West Asia, Europe and the U.S.

EXPORT CORRIDORS

"In addition to increasing our operational capacity we are helping expand export corridors and strengthening service reliability for high growth industries," Subramaniam said.

FedEx operates 24 weekly freighter flights to Delhi, Mumbai and Bengaluru.

Jeet Adani, Director, Adani Airport Holdings Ltd, said the FedEx investment is a statement of confidence in India's growth trajectory.

"For SMEs, manufacturers and agricultural exporters, the hub will serve as a bridge to the rest of the world," he added.

"At a time when global trade and supply chains are rapidly evolving, FedEx's decision to establish a major hub in Mumbai reflects India's rising global economic strength and Maharashtra's strategic importance in international commerce," Fadnavis said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 FEBRUARY 2026

DoT directs Navi Mumbai airport to allow telecom firms right of way

NEW DIRECTIVES. To facilitate setting up of infrastructure, authorities told to comply with telecom regulations

Vallari Sanzgiri
Mumbai

The Department of Telecommunications (DoT) has directed the Navi Mumbai airport authorities to allow telecom companies to set up infrastructure, deeming the newly-established airport as a "public entity".

"You are requested to ensure compliance with the provisions of the Telecommunications Act, 2023 and the Telecommunications (Right of Way) Rules, 2024, while processing applications for grant of RoW permissions within your premises, and to take necessary action to facilitate establishment of telecom infrastructure in accordance with the statutory framework," said DoT in its order to the Navi Mumbai International Airport Ltd.

Meanwhile, telecom service providers have started tests to set up the infrastructure on the airport premises,



TRIAL RUN. Telecom service providers have started tests to set up the infrastructure on the airport premises, say sources

as per sources. Airport authorities did not comment on the development.

LICENSED TSPs

In December 2025, the Cellular Operators Association of India (COAI) wrote to DoT regarding difficulties faced by licensed telecom service providers (TSPs) in establishing telecom infrastructure at the airport.

The representative body

stated that the airport authorities had denied RoW permissions to TSPs and instead required them to utilise an exclusive in-building telecom network at charges stated to be unreasonably high.

The airport authorities argued that they had already procured and installed infrastructure for the mobile network after multiple talks with TSPs, with BSNL set-

ting up its own infrastructure in the area.

However, Faisal Kawoosa, Chief Analyst and Founder, Techarc, told *businessline* such measures would result in service degradation since Wi-Fi connectivity cannot support the lakhs of users on the premises.

"It is clarified that, in terms of the Telecommunications Act, 2023, Navi Mumbai International Airport

qualifies as a 'public entity' for the purposes of the said Act," said DoT.

SIMILAR CLASHES

Telecom bodies battle similar clashes with other public entity authorities as well like the Noida International Airport, metros such as the Mumbai Metro Rail Corporation Ltd. Such issues have persisted for at least 20 years, despite numerous attempts by Telecom Regulatory Authority of India (TRAI) and DoT to resolve them. However, with land being a State subject, both TRAI and DoT have limited jurisdiction.

Aside from RoW, COAI had, in the course of the discussions, asked TRAI to cap costs for in-building telecom infrastructure for public spaces. It argued that cost-based price ceilings help avoid rent-seeking behaviour, delays in network rollout and direct consumer harm, especially where a single entity controls the access to an essential facility.

कनेक्टिविटी के लिए दूरसंचार फर्मों को अनुमति दे नवी मुंबई एयरपोर्ट

गुलवीन औलख
नई दिल्ली, 18 फरवरी

दूरसंचार विभाग ने नवी मुंबई इंटरनैशनल एयरपोर्ट लिमिटेड (एनएमआईएएल) से कहा है कि वह दूरसंचार कंपनियों को इस हवाई अड्डे पर अपने नेटवर्क स्थापित करने के लिए अनुमति प्रदान करे। दूरसंचार अधिनियम के नियमों के तहत यह अनुमति दी जा सकती है। विभाग ने दूरसंचार अधिनियम के तहत राइट ऑफ वे (आरओडब्ल्यू) नियमों का अनुपालन करने के लिए कहा है। इसमें बताया गया है कि कोई भी हवाई अड्डा एक सार्वजनिक इकाई है। यह पहल ऐसे समय में की गई है जब सैकड़ों यात्रियों ने नवी मुंबई हवाई अड्डे पर मोबाइल नेटवर्क कनेक्टिविटी



न होने की शिकायत की है। यह स्थिति इसलिए पैदा हुई क्योंकि हवाई अड्डा ऑपरैटर ने दूरसंचार कंपनियों के लिए अपने इन-बिल्डिंग नेटवर्क का उपयोग करना अनिवार्य कर दिया। मगर दूरसंचार कंपनियों का कहना है कि उसके लिए शुल्क काफी अधिक है।

दूरसंचार विभाग ने स्पष्ट किया है कि एनएमआईएएल दूरसंचार अधिनियम 2023 के तहत एक 'सार्वजनिक इकाई' है। उसने अदाणी एयरपोर्ट होल्डिंग्स लिमिटेड से कहा है कि लाइसेंस प्राप्त दूरसंचार सेवा प्रदाताओं को हवाई अड्डा परिसर में नेटवर्क बुनियादी ढांचा स्थापित करने के लिए आरओडब्ल्यू के तहत अनुमति दी जाए।

(शेष पृष्ठ 3 पर)

...दूरसंचार फर्मों को अनुमति दे नवी मुंबई एयरपोर्ट

पृष्ठ-1 का शेष

दूरसंचार अधिनियम और उससे संबंधित नियमों का अनुपालन सुनिश्चित करने के लिए दूरसंचार विभाग ने 16 फरवरी को अदाणी समूह की कंपनी को एक पत्र जारी किया था। यह पत्र दूरसंचार ऑपरैटर्स के संगठन सेल्युलर ऑपरैटर्स एसोसिएशन ऑफ इंडिया की शिकायत के बाद लिखा गया था। शिकायत में एनएमआईएएल द्वारा सीधे दूरसंचार कंपनियों को आरओडब्ल्यू की अनुमति देने के बजाय उन्हें भारी शुल्क पर अपने इन-बिल्डिंग नेटवर्क का उपयोग करने के लिए बाध्य करने पर चिंता जताई गई थी।

पत्र में कहा गया है, 'यह स्पष्ट किया जाता है कि दूरसंचार अधिनियम,

2023 के प्रावधानों के अनुसार नवी मुंबई इंटरनैशनल एयरपोर्ट इस कानून के लिहाज से एक सार्वजनिक इकाई है।' उस पत्र की एक प्रति बिजनेस स्टैंडर्ड ने भी देखी है।

विभाग ने कहा कि दूरसंचार अधिनियम, 2023 के तहत दूरसंचार (आरओडब्ल्यू) नियम, 2024 हवाई अड्डा परिसर के भीतर दूरसंचार नेटवर्क स्थापित करने की अनुमति देने के लिए एक वैधानिक ढांचा प्रदान करता है। साथ ही यह निर्धारित समयसीमा और कार्यों के भीतर आरओडब्ल्यू आवेदनों को पारदर्शी तरीके से निपटाए जाने को भी अनिवार्य करता है।

पत्र में कहा गया है, 'उपरोक्त को ध्यान में रखते हुए आपसे अनुरोध है कि दूरसंचार अधिनियम, 2023 के

प्रावधानों और अपने परिसर के भीतर आरओडब्ल्यू का अनुपालन सुनिश्चित करें। साथ ही इस वैधानिक ढांचे के तहत दूरसंचार बुनियादी ढांचे की स्थापना को सुगम बनाने के लिए आवश्यक कार्रवाई करें।' एनएमआईएएल और एएचएल ने इस संबंध में जानकारी के लिए बिजनेस स्टैंडर्ड द्वारा भेजे गए सवालों का खबर लिखे जाने तक कोई जवाब नहीं दिया।

दूरसंचार कंपनियों का प्रतिनिधित्व कर रहे सीओएआई ने दूरसंचार विभाग से इस मामले में हस्तक्षेप करने का आग्रह किया था। उसका कहना था कि हवाई अड्डा ऑपरैटर ने नेटवर्क बुनियादी ढांचा और मोबाइल कनेक्टिविटी के लिए हर महीने 92 लाख रुपये का भुगतान करने के लिए कहा था।

ऑटोमेटेड कार्गो हब पर बड़ा निवेश करेगी फेडेक्स

प्राची पिसाल
नवी मुंबई, 18 फरवरी

ग्लोबल डिलिवरी कंपनी फेडेक्स ने बुधवार को कहा कि वह नवी मुंबई अंतरराष्ट्रीय हवाई अड्डे (एनएमआईए) पर स्वचालित एयर कार्गो हब विकसित करने के लिए 2,500 करोड़ रुपये का दीर्घकालिक निवेश करेगी।

यह निवेश 300,000 वर्गफुट की प्रस्तावित सुविधा में मददगार होगा, जिसे क्षेत्रीय संपर्क और पुनर्वितरण केंद्र के रूप में तैयार किया गया है। इसे अदाणी एयरपोर्ट होल्डिंग्स (एएचएल) के साथ साझेदारी में विकसित किया जा रहा है।

यह केंद्र भारत को दक्षिणपूर्व

एशिया, पश्चिम एशिया, यूरोप और अमेरिका से जोड़ेगा। यह पश्चिमी भारत के अंतरराष्ट्रीय व्यापार गलियारे को मजबूत करने के लिए एनएमआईए के मल्टी मॉडल बुनियादी ढांचे का लाभ उठाएगा।

महाराष्ट्र के मुख्यमंत्री देवेंद्र फडणवीस ने इस सुविधा के शिलान्यास समारोह में कहा, हमें मुंबई में फेडेक्स की उपस्थिति से बहुत खुशी है क्योंकि आज की दुनिया में हम व्यापार के क्षेत्र में बहुत कुछ होते हुए देख रहे हैं।

उन्होंने कहा, हम पुरानी बाधाओं को दूर होते और नई बाधाओं को आते हुए देख रहे हैं। साथ ही आपूर्ति श्रृंखलाओं का पुनर्गठन भी हो रहा है।

Let telcos deploy their network, DoT tells Navi Mumbai airport

GULVEEN AULAKH
New Delhi, 18 February

The Department of Telecommunications (DoT) has asked Navi Mumbai International Airport Limited (NMIAL) to allow telecom service providers to set up their networks in accordance with the Telecommunications Act 2023, a move that could finally bring mobile connectivity to hundreds of flyers at an airport that has relied on wifi since its launch in December 2025.

In a letter dated February 16 to Adani Airport Holdings Limited (AAHL), which runs NMIAL, the DoT directed the firm to grant right of way (RoW) permissions within the airport premises to licensed telecom operators. The department sought compliance with the RoW rules under the Act, explicitly stating that the airport qualifies as a public entity.

The intervention comes amid an ongoing dispute in which the airport operator had asked private carriers to pay charges to run services inside the airport. Passengers have repeatedly complained about the lack of mobile network coverage, with only Bharat Sanchar Nigam Limited (BSNL) offering active services alongside indoor wifi. Connectivity from private operators — Reliance Jio, Bharti Airtel and Vodafone Idea — has been unavailable. The airport operator had directed telcos to use its own in-build-



IN A LETTER TO ADANI AIRPORT HOLDINGS, THE TELECOM DEPARTMENT SOUGHT COMPLIANCE WITH THE RIGHT OF WAY RULES, EXPLICITLY STATING THAT THE AIRPORT QUALIFIES AS A PUBLIC ENTITY

ing network, levying fees that operators described as unreasonably high.

"It is clarified that, in terms of the Telecommunications Act, 2023, rules framed thereunder, Navi Mumbai International Airport qualifies as a 'public entity' for the purpose of the said Act," the letter noted. A copy of the communication was seen by *Business Standard*. Turn to Page 16 ▶

telecom companies to reach a solution.

A senior industry executive said the DoT had placed the airport operator on explicit notice regarding its statutory obligations, rather than moving directly to enforcement, thereby leaving room for voluntary compliance. "If the definition were enforced, it would also apply to existing airports and even the metro, where similar issues are emerging," said another executive, who requested anonymity.

The telecom industry body Cellular Operators Association of India (COAI) had earlier flagged to the government that the airport operator sought payments of ₹2 lakh per month per operator to deploy network infrastructure and provide mobile connectivity. It later proposed a reduced charge of ₹36 lakh per operator.

Telecom operators, however, argued that NMIAL, licensed only as a virtual network operator (VNO), had assumed control over the in-building access infrastructure at a public airport, which they described as an essential facility, effectively creating a monopoly. They said the charges were grossly disproportionate to the underlying costs and significantly exceeded the capital and operating expenditure typically required to deploy an independent in-building network solution.

COAI also sought the intervention of the Telecom Regulatory Authority of India (Trai), urging it to develop a cost-based pricing framework, including ceilings for in-building telecom infrastructure at public or captive premises such as metro stations and airports.

Let telcos deploy their network, DoT tells NMIAL

The DoT added that the Telecommunications Act, 2023, read with the Telecommunications (Right of Way) Rules, 2024, provides a statutory framework for granting permissions for in-building telecom networks. It mandates "non-discriminatory, fair and transparent processing" of RoW applications within prescribed timelines.

"You are requested to ensure compliance with provisions of Telegraph Act, 2023,

and RoW permissions within your premises, and take necessary action to facilitate establishment of telecom infrastructure in accordance with the statutory framework," the letter stated.

NMIAL and AAHL were yet to respond to queries from *Business Standard*. However, sources said the airport operator had indicated to the government that it would work towards resolving the issue and was in discussions with



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 FEBRUARY 2026

FedEx to invest ₹2,500 cr in automated cargo hub at Navi Mumbai airport

FedEx will make a long-term investment of ₹2,500 crore to develop an automated air cargo hub at Navi Mumbai International Airport (NMIA), said the global delivery company on Wednesday. The investment will support a proposed 300,000-square-foot facility designed as a regional consolidation and redistribution hub and developed in partnership with Adani Airport Holdings. The hub will connect India to Southeast Asia, West Asia, Europe, and the United States. It will leverage NMIA's multimodal infrastructure to strengthen western India's international trade corridor.

BS REPORTER



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

19 FEBRUARY 2026

नवी मुंबई एयरपोर्ट पर लगेगे टेलीकॉम टावर

मुंबई नवी मुंबई इंटरनेशनल एयरपोर्ट पर मोबाइल नेटवर्क की दिक्कत दूर होने वाली है। दूरसंचार विभाग ने एयरपोर्ट को पब्लिक एंटीटी घोषित कर दिया है। आदेश दिया कि टेलीकॉम कंपनियों को नेटवर्क इंफ्रास्ट्रक्चर लगाने की इजाजत दी जाए। यात्रियों की शिकायत थी कि एयरपोर्ट पर नेटवर्क कमजोर है और इन-बिल्डिंग सिस्टम के लिए महीने के 92 लाख रुपए लगते हैं।

B'luru airport will add 30-mn capacity by 2029: BIAL COO

Terminal 1 upgrade
to add 10 million
annual passengers

ASRA MAVAD
BENGALURU, DHNS

Bangalore International Airport Limited (BIAL) has drawn up a 20-year master plan to stay “slightly ahead of demand”, with Terminal 1 (T1) refurbishment and Terminal 2 (T2) Phase 2 expansion forming the core of its near-term growth strategy, said COO Girish Nair.

The ongoing refurbishment of T1 — the domestic terminal — is expected to add 10 million passengers in annual capacity.

While works on the eastern side, including baggage-handling upgrades, are complete, the western side is under execution.

The recent rejigging of the kerbside access at T1 was also a part of the refurbishment plan, aimed at easing congestion and

GIRISH NAIR, COO, BIAL

“Indian carriers have placed some of the largest aircraft orders globally. We must provide infrastructure to support their growth and our aspiration to become a hub.



improving passenger flow, Nair told *DH*.

Phase 2 of T2, for which tenders have been floated, will add another 20 million capacity. BIAL aims to complete the expansion by 2029.

“Indian carriers have placed some of the largest aircraft orders globally. We must provide the infrastructure to support their growth and our aspiration to become a hub,” Nair said, referring to the expansion plans of Air India and IndiGo, both of which have identified Bengaluru as a key airport partner. With T1 and T2 expansions, the airport’s overall capacity is expected to approach 80 million annually.

On the airside, a west cross-field taxiway, expected by the end of 2026 or by early 2027, will connect the two runways on the western flank, reducing taxi time and improving aircraft turnaround efficiency.

“If we can reduce taxi time and enhance efficiency, there are fuel savings and better on-time performance,” he added.

Beyond capacity addition, BIAL is betting on hub development. The airport is targeting stronger links to Korea and China in Asia, and sees potential in connecting traffic between Australia and Europe via Bengaluru. The team will pitch new routes at the upcoming Routes Asia 2026 event in China.

“Airports are integral to tourism. Along with the state tourism department, tour operators and everyone else who participates in the tourism industry, we are all a part of the same ecosystem. We’re having discussions with the tourism department about how we can work together and improve international connectivity. Air connectivity has a huge impact on the state economy,” he said.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

19 FEBRUARY 2026

IN PARTNERSHIP WITH ADANI GROUP

FedEx Plans ₹2,500-cr Air Cargo Hub at NMIA

Our Bureau

Mumbai: FedEx is investing ₹2,500 crore to build a 300,000-square-foot fully automated air cargo hub at Navi Mumbai International Airport in partnership with Adani Airport Holdings (AAHL).

The hub will serve as a regional consolidation and redistribution centre connecting India with Southeast Asia, West Asia, Europe, and the US, strengthening western India's trade corridor, the Adani group said in a statement on Wednesday.

Kami Viswanathan, president of FedEx Meisa (Middle East, Indian Subcontinent and Africa), said the hub will help the US transpor-



PRIME CENTRE

The 3-L sq ft automated hub will serve as a regional consolidation and redistribution centre

tation major integrate its "global network strength with India's fastest-growing trade corridor, providing greater certainty, speed

and efficiency to customers."

The hub is expected to generate over 6,000 jobs across logistics, warehousing, and allied services.

The facility will include automated sorting systems, dimensional scanning, high-speed screening, and dedicated aircraft bays, enabling simultaneous processing of inbound and outbound shipments. It will target sectors such as electronics, engineering goods, pharmaceuticals, and perishables, while reducing logistics costs for MSMEs, the statement said.

"The airport's proximity to Jawaharlal Nehru Port and industrial corridors positions it to support high-growth export sectors," said Jeet Adani, director at AAHL.

DOT CALLS FOR 'FAIR' PROCESSING OF RoW APPLICATIONS

'Telcos Must be Allowed to Set Up Network at Navi Mumbai Airport'

Airport qualifies as a public entity, operator must ensure compliance, says DoT

Our Bureau

Mumbai: The department of telecommunications (DoT) has asked the Adani Group-run Navi Mumbai airport to allow telecom firms to deploy network at the airport in accordance with the right of way (RoW) rules, which mandate non-discriminatory, fair and transparent processing of RoW applications.

DoT's direction comes days after major telcos escalated the matter to the government and the Telecom Regulatory Authority of India (Trai).

As per DoT, the airport qualifies as a public entity under the Telecom Act and, therefore, the telcos should be allowed to deploy their network as per the RoW rules notified under the Act.

"The Telecommunications Act, 2023 read with the Telecommuni-

A Hot Line

Telcos escalated the matter to government and Trai

Telcos: Alleging Navi Mumbai International Airport (NMIAL) and its in-building solutions (IBS) provider were creating an exclusive, monopolistic telecom arrangement at the public airport



cations (Right of way) rules, 2024, provides a statutory framework for the grant of right of way permissions to facility providers, including licensed TSPs, for establishment, operation and maintenance of telecommunications networks," DoT wrote to Adani Airport Holdings (AAHL) CEO Arun Bansal.

ET has seen a copy of the letter dated February 16.

The department said it had received representations from the Cellular Operators Association of India (COAI) regarding difficulties faced by telcos in establishing networks at the airport.

Bharti Airtel, Reliance Jio and Vodafone Idea, through the COAI, approached Trai, alleging that Navi Mumbai International Airport (NMIAL) and its in-building solutions provider were creating an exclusive, monopolistic telecom arrangement at the public airport.

According to a COAI letter to Trai chairman Anil Kumar Lahoti, NMIAL mandated that all operators use a network deployed by the airport operator or its affiliates on terms unilaterally determined by them, at charges the telcos described as commercially unviable. The industry body claimed the airport was seeking about ₹92 lakh per month per operator, amounting to nearly ₹44 crore annually for four operators, which it said was disproportionate to underlying infrastructure costs.

The telcos also argued that neither the Telecommunications Act, 2023 nor the licensing framework permits exclusive RoW arrangements or monopolisation of in-building infrastructure under the guise of a "neutral host".

Bengaluru airport ships over 60 mn roses this Valentine's season

NT Correspondent

BENGALURU

As the Valentine's season drove peak demand of fresh roses worldwide, Kempegowda International Airport here shipped around 60 million rose stems, weighing more than 2,700 tonnes, across 26 international destinations, officials said on Tuesday.

The facility, operated by Bangalore International Airport Limited, also transported roses to 47 domestic destinations.

The exports mark a 38 per cent year-on-year increase in stem volumes and a 64

per cent rise in tonnage, reinforcing the Bengaluru Airport's position as India's leading gateway for perishable exports for five consecutive years, they said.

According to a BIAL statement, international shipments remained steady at 305 MT with Singapore emerging as the top overseas destination, followed by Kuala Lumpur, Abu Dhabi, New York and Kuwait.

New international destinations added this season include Los Angeles, London Gatwick, Dallas Fort Worth, Toronto



and Orlando. "On the domestic front, 2,402 MT of roses were transported, recording a 79 per

cent year-on-year increase in tonnage. Delhi and Kolkata continued to anchor demand, while Guwahati, Mumbai and Jaipur maintained strong throughput,"

it stated.

The BIAL said that notably Kolkata, Mumbai, Chandigarh and Lucknow recorded over 150 per cent growth compared to last season.

"This momentum is further supported by expanded cargo infrastructure of BLR (Bengaluru) Airport ensuring freshness, speed, and temperature precision."

"The state-of-the-art cold chain facilities, equipped with real-time tracking and advanced technology safeguards every shipment, proactively managing temperature fluctuations for seamless storage, handling, and transport," it added.

Navi Mumbai airport told to grant access to telcos

Jatin Grover

jatin.grover@livemint.com

NEW DELHI: The department of telecommunications (DoT) has stepped in to solve the network crisis at Navi Mumbai International Airport (NMIA), asking operator Adani Group to allow telecom companies to deploy network at the airport in accordance with the law.

In a 16 February letter to Adani Airport Holdings Ltd, the DoT said NMIA qualifies as a "public entity" under the Telecom Act, 2023, and, therefore, must allow carriers to deploy the network.

The intervention from the telecom department has come at a time when passengers at the airport have been complaining about the absence of mobile network from private telecom operators. Telcos alleged that the airport operator asked them to utilise its own exclusive in-building telecom network at unreasonably high charges.

Telecom operators, represented by the Cellular Operators Association of India (COAI), had sought the government's and the telecom regulator's intervention to resolve the issue, alleging that NMIA quoted "exorbitantly" high charges for laying mobile infrastructure inside the airport.

According to operators, NMIA sought about ₹92 lakh a month per operator, or ₹44.16 crore annually for four operators to deploy their network infrastructure and provide mobile connectivity. Telecom



Flyers reported lack of mobile connectivity by private telcos inside the airport. PTI

Regulatory Authority of India (Trai) is also examining the pricing concerns faced by telecom companies at the Navi Mumbai airport.

The airport had proposed reduced charges in line with pricing at Mumbai International Airport (MIAL), which is about ₹40 lakh per month. However, operators did not accept the proposal, arguing that the charges were not reasonable given the airport's footfall, said a telecom executive. At some other major airports, such as Delhi, operators pay around ₹10-12 lakh per month.

Beyond pricing, telecom operators alleged they were denied RoW permissions for installing telecom infrastructure at the airport. NMIA, however, has said that RoW has never been denied to any telecom service provider.

DoT has asked the Adani Group to process right of way (RoW) applications of telecom

operators in a fair, non-discriminatory and transparent manner to facilitate the establishment of necessary telecom infrastructure.

"...you are requested to ensure compliance with the provisions of the Telecommunications Act, 2023 and the Telecommunications (Right of Way) Rules, 2024, while processing applications for grant of RoW permissions within your premises, and to take necessary action to facilitate establishment of telecom infrastructure in accordance with the statutory framework," DoT said in a letter to Adani Airport Holdings CEO Arun Bansal. Mint has seen a copy of the letter.

Queries to Adani Group and DoT remained unanswered till press time.

To be sure, NMIA has deployed its own in-building solution as a neutral-host mobile network, allowing telecom operators to offer coverage through the airport's indoor network instead of installing separate equipment.

Under the Telecommunications Act, 2023 and the Telecom Right of Way (RoW) Rules, licensed telcos are entitled to seek RoW from public entities that own, control or manage public property for deploying telecom infrastructure. The rules require such access to be granted on reasonable, transparent and non-discriminatory terms, with charges limited to administrative or restoration costs, and not as a source of commercial revenue.

MINT

DELHI

19 FEBRUARY 2026

Airports lose their bargaining power in airline bankruptcies

Stressed airlines may now be less willing to pay advance deposits or accept stricter credit terms

Krishna Yadav

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NEW DELHI

Airport operators will face increased credit risk and weaker recoveries when airlines go bust after the insolvency court in Mumbai ruled that they cannot claim secured creditor status in the Jet Airways (India) Ltd bankruptcy case, according to lawyers.

"The ruling reduces the bargaining power of airport operators because it confirms that detention rights under the Airports Authority of India Regulations do not create a security interest," said Suhail Buttan, Partner at SKV Law Offices. "By classifying airport dues as unsecured operational debt, the tribunal places them at the lowest recovery tier."

Stressed airlines may now be less willing to pay advance deposits or accept stricter credit terms because they know airports cannot gain priority in insolvency by claiming a lien, according to Buttan. As a result, he said, airports have weaker negotiating power and may find it harder to insist on upfront payments to continue operations.

The ruling came in the ongoing liquidation proceedings of Jet Airways, where the Mumbai bench of the National Company Law Tribunal on 13 February largely upheld the liquidator's decision restricting the claims of Adani-owned Mumbai International Airport Ltd (MIAL) and GMR-operated Delhi International Airport Ltd (DIAL).

MIAL had claimed over ₹860 crore for parking, hangar and related charges after Jet's aircraft remained grounded at Mumbai airport for years. Of this, about ₹510.75 crore was admitted, while the rest was rejected. DIAL claimed around ₹352 crore plus GST, but only about ₹244



Lawyers say the decision increases credit risk exposure for airport operators.

crore was admitted.

The Airports Authority of India (AAI) joined as an intervenor, supporting MIAL. It said it receives about 38% of the airport's revenue, which ultimately goes to the public exchequer, giving it a

The tribunal, however, held that both airports are unsecured operational creditors. While parking and storage charges during the insolvency period will qualify as priority insolvency resolution process costs, most other dues,

secured claims. They argued that under airport regulations, the right to detain aircraft for unpaid dues amounted to a legal lien or security interest. The tribunal rejected this argument, holding that detention rights do not create a security interest under the IBC.

The bench clarified that airport regulations confer only the power to detain aircraft for non-payment and do not create a legal charge. Once liquidation begins, all claims must be processed strictly under the Insolvency and Bankruptcy Code's (IBC's) waterfall mechanism.

According to Hankeep Sachdeva, senior partner at AZB & Partners, "This will force airports to tighten their commercial stance, moving away from reliance on post-facto recoveries and towards upfront or consistent periodic payments, bank guarantees, or cash-and-carry models."

Insolvency experts say the impact could extend beyond aviation. Ports, rail terminals and logistics hubs could also be treated as unsecured creditors in insolvency cases unless the law clearly grants them a recognised security interest. Simply having the power to detain cargo or vessels does not automatically make them secured under insolvency law.

"The reasoning can extend beyond aviation. Ports, rail terminals and logistics hubs that provide services without a statutory charge or perfected security could be treated the same way. The message is simple: if you are not secured, insolvency law will not prioritise you," said Raheel Patel, Partner at Gandhi Law Associates.

MIAL's queries emailed to MIAL, DIAL and Jet Airways' liquidator Satish Kumar Gupta did not elicit a response until press time.

For an extended version of this story, go to [livemint.com](https://www.livemint.com)

DUES DISPUTE

THE ruling came in the ongoing liquidation proceedings of Jet Airways

MIAL had claimed over ₹860 crore for parking, hangar and related charges from Jet Airways

AAI urged the tribunal to treat the airport's dues as priority costs in the insolvency process

INSOLVENCY experts say the impact could extend beyond aviation to ports, rail terminals

financial interest. The AAI urged the tribunal to treat the airport's dues as priority costs in the insolvency resolution process (IRP) and to ensure the aircraft were not sold without clearing the outstanding payments.

including interest and certain escalated charges, will rank below secured lenders in the repayment hierarchy.

The airports had challenged the liquidator's decision to treat their unpaid dues as operational debt rather than as

Navi Mumbai airport told to grant access to telcos

Telecom department asks Adani Group to let operators deploy network as NMIA is 'public entity'

JEETH GROVER
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NEW DELHI

The department of telecommunications (DoT) has stepped in to solve the network crisis at Navi Mumbai International Airport (NMIA), asking operator Adani Group to allow telecom companies to deploy network at the airport in accordance with the law.

In a 16 February letter to Adani Airport Holdings Ltd, the DoT said NMIA qualifies as a "public entity" under the Telecom Act, 2023, and, therefore, must allow carriers to deploy the network.

The intervention from the telecom department has come at a time when passengers at the airport have been complaining about the absence of mobile network from private telecom operators. Telcos alleged that the airport operator asked them to utilize its own exclusive in-building telecom network at unreasonably high charges.

Telecom operators, represented by the Cellular Operators Association of India (COAI), had sought the government's and the telecom regulator's intervention to resolve the issue, alleging that NMIA quoted "exorbitantly" high charges for laying mobile infrastructure inside the airport.

According to operators, NMIA sought about ₹92 lakh a month per operator, or ₹44.16 crore annually for four operators to deploy their network infrastructure and provide mobile connectivity. Telecom Regulatory Authority of India (Trai) is also examining the pricing concerns faced by telecom companies at the Navi Mumbai airport.

The airport had proposed reduced charges in line with pricing at Mumbai International Airport (MIAL), which is about ₹40 lakh per month. However, operators did not accept the proposal, arguing that the charges were not rea-



Flyers reported lack of mobile connectivity by private telcos inside the airport. **PHOTO: ANI**

sonable given the airport's footfall, said a telecom executive. At some other major airports, such as Delhi, operators pay around ₹10-12 lakh per month.

Beyond pricing, telecom operators alleged they were denied RoW permissions for installing telecom infrastructure at the airport. NMIA, however, has

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remained unanswered till press time.

To be sure, NMIA has deployed its own in-building solution as a neutral-host mobile network, allowing telecom operators to offer coverage through the airport's indoor network instead of installing separate equipment.

Under the Telecommunications Act, 2023 and the Telecom Right of Way (RoW) Rules, licensed telcos are entitled to seek RoW from public entities that own, control or manage public property for deploying telecom infrastructure. The rules require such access to be granted on reasonable, transparent and non-discriminatory terms, with charges limited to administrative or restoration costs, and not as a source of commercial revenue.

Experts said DoT's classification of an airport as a "public entity" under the RoW framework caps prices under three heads: modest one-time application fees; reimbursement of actual restoration costs at central and state public work department rates; and RoW compensation only where telecom use renders property unusable for other purposes.

"Notably, compensation is nil for the underground networks and even most overground cases. Rules 7(1) and 9(9) of the RoW Rules prohibit other fees, charges, rent, annuity, entry fee and financial contribution beyond the limits," said Neerav Merchant, partner at AQUILAW. "Therefore, telecom operators are entitled to deploy their own infrastructure on these capped, transparent terms, without being compelled to use any in-house network."

As pricing discussions with operators continue, NMIA is offering Wi-Fi connectivity. Flyers can also access the BSNL mobile network at the airport. However, connectivity is available only outside the airport premises.

For an extended version of this story, go to [livemint.com](https://www.livemint.com).

TERMINAL TUSSLE

TELCOs said NMIA demanded ₹92 lakh a month per firm for deploying network infrastructure

TELECOM regulator is also examining the pricing concerns raised by private telecom companies

TELCOs also alleged that they were denied right-of-way permissions; NMIA refuted the claims

IN comparison, the operators said that major airports like Delhi charge about ₹10-12 lakh a month

said that RoW has never been denied to any telecom service provider.

DoT has asked the Adani Group to process right of way (RoW) applications of telecom operators in a fair, non-discriminatory and transparent manner to facilitate the establishment of necessary

action to facilitate establishment of telecom infrastructure in accordance with the statutory framework," DoT said in a letter to Adani Airport Holdings CEO Arun Bansal. *Mint* has seen a copy of the letter.

Queries to Adani Group and DoT



Corporate Communications Directorate

MINT

DELHI

19 FEBRUARY 2026

FedEx plans ₹2,500-cr cargo hub at NMIA

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MUMBAI

FedEx will invest ₹2,500 crore to build a 300,000 sq. ft air cargo hub at billionaire Gautam Adani's newly operational Navi Mumbai International Airport (NMIA), the company said on Wednesday. *Mint* earlier had reported the global courier major's plans to begin freighter operations from Navi Mumbai as early as May, ahead of the temporary shutdown of cargo flights at Mumbai International Airport from 1 August. FedEx and NMIA did not respond to *Mint*'s queries.

The facility will function as a regional hub linking India with Southeast Asia, West Asia, Europe and the US, according to a company statement.

"This development reflects NMIA's long-term vision of building integrated infrastructure that strengthens India's trade competitiveness. With its proximity to Jawaharlal Nehru Port, industrial corridors and multimodal transport networks, NMIA is uniquely positioned to support high-growth export sectors and enhance Maharashtra's role as a global logistics gateway," said Jeet Adani, director, Adani Airport Holdings Ltd in the statement.

Indian airports have together handled 3.3-3.7 million tonnes (mt) of air cargo in recent reporting years, according to estimates from EY. Cargo capacity at Navi Mumbai airport is expected to expand from 0.50 mt in the initial phase to 3.25 mt at full build-out.

For an extended version of this story, go to [livemint.com](https://www.livemint.com).



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

19 FEBRUARY 2026

FedEx to invest ₹2,500 crore to develop air cargo hub at Navi Mumbai airport

ENS ECONOMIC BUREAU @ Mumbai

GLOBAL air logistics major FedEx is investing over Rs 2,500 crore to develop an exclusive, fully-automated air cargo hub at the Navi Mumbai international airport, which was commissioned late last December.

The proposed cargo hub, for which groundbreaking was done on Wednesday, will be designed as a regional consolida-



tion and redistribution hub and developed in partnership with Adani Airport Holdings, over the next two years.

The proposed facility, to be developed as a dedicated cargo hub for FedEx, will come up within the airport premises under a long-term investment plan exceeding \$250 million. Spread across 3 lakh sq.ft, the hub is designed as a regional consolidation and redistribution cen-

tre that will connect India with Southeast Asia, West Asia, Europe and the US, FedEx Corporation president and chief executive Raj Subramanian, who is an IIT-Bombay alumni, said here Wednesday.

Addressing the event, state chief minister Devendra Fadnavis said the cargo hub will complement the passenger operations at the airport and reinforce the state's position as a logistics and trade gateway.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

18 FEBRUARY 2026

AIRPORT EXPANSION UNDERWAY

L R Shankar



MEN AT WORK: Chennai airport is currently undergoing major Phase II modernization to expand capacity, with the T3 international terminal construction expected to finish by Dec 2026



Corporate Communications Directorate

AMAR UJALA

DELHI

19 FEBRUARY 2026

हवाई सफर में बदसलूकी पर सख्ती, 30 दिन तक सीधे प्रतिबंधित कर सकेंगी एयरलाइंस

नई दिल्ली। देश के विमानन नियामक डीजीसीए ने हवाई सफर के दौरान बदसलूकी करने वाले यात्रियों के खिलाफ सख्त नियम प्रस्तावित किए हैं। नए मसौदा नियमों में एयरलाइंस को ऐसे यात्रियों पर सीधे 30 दिन तक उड़ान



प्रतिबंध लगाने की अनुमति देने का प्रावधान है।

डीजीसीए ने

कहा कि विमान, यात्रियों और संपत्ति की सुरक्षा के लिए नो/जीरो टॉलरेंस नीति अपनाई गई है। प्रस्ताव के अनुसार, हर एयरलाइन को बदसलूकी की घटनाओं से निपटने और उनकी रिपोर्टिंग के लिए एक मानक संचालन प्रक्रिया (एसओपी) बनाना होगा। हालांकि, आमतौर पर एक स्वतंत्र समिति, जिसमें दूसरी एयरलाइन का प्रतिनिधि भी शामिल होगा, उड़ान प्रतिबंध पर फैसला करेगी। लेकिन कुछ गंभीर मामलों में एयरलाइन सीधे 30 दिन का बैन लगा सकेगी। इनमें विमान में धूम्रपान, धरेलू उड़ान में शराब पीना, इमरजेंसी एग्जिट से छेड़छाड़ या लाइफ जैकेट जैसे सुरक्षा उपकरणों का गलत इस्तेमाल शामिल है। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 FEBRUARY 2026

AI not a replacement for expertise: Airbus executive

New Delhi: Artificial intelligence is a responsible enabler designed to augment human capability and not a replacement for expertise, Airbus India chief Jurgen Westermeier said on Wednesday. The President and Managing Director for India and South Asia at Airbus also said that AI should be seen as a bridge that helps to be more efficient and optimise resources on the way to the net-zero goals. ¶1

DGCA initiates exercise to simplify procedures, cut compliance burden

Rohit Vaid
New Delhi

The aviation safety regulator has initiated a broad exercise to simplify regulatory procedures, reduce compliance requirements and improve efficiency across the civil aviation sector.

The reforms push comes at a time when aviation activity in India is expanding, including aircraft induction,

aerodrome development and growth in training, maintenance and manufacturing organisations.

PROCESS REFORM

Accordingly, the exercise is divided into two phases — regulatory and process reform — via a review of existing rules, circulars, guidelines and civil aviation requirements, to align procedures with internationally-harmonised standards.

In this context, Director General of Civil Aviation (DGCA) Faiz Ahmed Kidwai, has written to multiple industry stakeholders, such as airlines, aerodrome operators and other regulated entities, formally launching the reform process and seeking comments and suggestions.

businessline has reviewed a copy of this letter.

According to the letter, stakeholders have been requested to examine existing procedures and submit inputs within specified timelines.

Notably, the review is intended to streamline approvals, remove redundant requirements and rationalise documentation across multiple regulatory functions.

Besides, the exercise includes benchmarking of existing procedures against global practices and identifying areas where processes may be simplified or delegated.

Further, the regulator has proposed the constitution of



The review is intended to streamline approvals, remove redundant requirements and rationalise documentation

sector-specific committees comprising DGCA officials, industry experts and representatives of aviation organisations. As per the letter, these committees will examine current approval processes, identify bottlenecks and recommend measures for simplification.

Meanwhile, timelines have been indicated for preliminary consultations, circulation of draft recommendations and finalisation after stakeholder feedback.

Apart from procedural changes, the exercise covers improvements to digital systems used for regulatory transactions. The proposals under consideration include simplification of online workflows, reduction in levels of file movement, preparation of guidance material and development of user support tools.

ASSISTANCE TOOLS

Additionally, measures such as mobile-based access, instructional material and automated assistance tools are being examined to facilitate interaction with applicants. The review also includes examination of regulatory compliance requirements and the scope for delegation of certain approvals to regional offices.

In addition, acceptance of self-attestation or third-party certification in defined areas is among the measures being studied as broader rationalisation effort.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

19 FEBRUARY 2026

जीरो टॉलरेंस नीति • डीजीसीए ने कड़े नियमों का प्रस्ताव दिया बदसलूक यात्रियों की उड़ान पर 30 दिन तक बैन लगा सकेंगी एयरलाइंस

भास्कर न्यूज़ | नई दिल्ली

विमान में बदसलूकी करने वाले यात्रियों की दिक्कतें आने वाले दिनों में बढ़ सकती हैं। इनसे निपटने के लिए नागर विमानन महानिदेशालय (डीजीसीए) ने कड़े नियम प्रस्तावित किए हैं। एयरलाइंस को ऐसे यात्रियों पर सीधे 30 दिन तक उड़ान की पाबंदी लगाने की इजाजत देने का प्रस्ताव है।

डीजीसीए ने संशोधित मसौदा नियमों में कहा कि विमान, यात्रियों और संपत्ति की सुरक्षा सुनिश्चित करने तथा विमान में अनुशासन और व्यवस्था बनाए रखने के लिए 'जीरो टॉलरेंस नीति' अपनाई है। प्रस्ताव के अनुसार, हर एयरलाइन को बदसलूक यात्रियों से निपटने और घटनाओं की जानकारी डीजीसीए को देने के लिए मानक संचालन प्रक्रिया (एसओपी) बनानी होगी। एयरलाइन द्वारा गठित स्वतंत्र समिति उड़ान प्रतिबंध लगाने पर अंतिम फैसला करेगी। इसमें दूसरी एयरलाइन का एक प्रतिनिधि भी रहेगा। सीएआर में प्रस्तावित बदलावों पर संबंधित पक्षों से 16 मार्च तक सुझाव मांगे गए हैं।

सख्ती... दुर्व्यवहार पर 6 माह तक बैन संभव

- **लेवल 1:** अशोभनीय इशारे करना, मौखिक उत्पीड़न या नशे में अनुशासनहीनता। इस पर अधिकतम 3 महीने तक बैन संभव है।
- **लेवल 2:** शारीरिक दुर्व्यवहार, जैसे धक्का देना, लात मारना, मारपीट, गलत तरीके से छूना या यौन उत्पीड़न। 6 महीने तक बैन संभव है।
- **लेवल 3:** जानलेवा व्यवहार, जैसे विमान संचालन तंत्र को नुकसान पहुंचाना, गला घोटना आदि। न्यूनतम दो वर्ष का बैन। ये बढ़ सकता है।
- **लेवल 4:** कॉकपिट में घुसने की कोशिश या घुसपैठ। कम से कम दो साल या इससे अधिक का बैन संभव है। राष्ट्रीय सुरक्षा के खतरे के आधार पर किसी व्यक्ति पर उड़ान प्रतिबंध लगाया जा सकता है।

भास्कर एक्सप्लेनर

घरेलू उड़ान में शराब पीने, धूम्रपान या इमरजेंसी गेट से छेड़छाड़ पर एयरलाइन ही कार्रवाई करेगी

- **नियम क्या पहली बार बने हैं?** नहीं। 2017 में शिवसेना सांसद रवींद्र गायकवाड़ ने एअर इंडिया कर्मी को चप्पल से पीटा था। तब डीजीसीए ने सिविल एविएशन रिक्वायरमेंट (सीएआर) नियम बनाए।
- **मौजूदा नियमों में क्या है?** स्वतंत्र समिति के निर्णय तक एयरलाइन बदसलूक यात्री को 45 दिन तक उड़ान से रोक सकती है।

घटना के 30 दिन में स्वतंत्र कमेटी बनानी होती है। ये तय करती है कि बैन कितना लंबा रहेगा।

- **नए प्रस्ताव में क्या बदलाव?** विमान में धूम्रपान, घरेलू उड़ान में शराब पीना, इमरजेंसी गेट से छेड़छाड़ जैसे स्पष्ट उल्लंघन पर मामला स्वतंत्र समिति को भेजे बिना एयरलाइन ही 30 दिन तक उड़ान से रोक सकती है।



Corporate Communications Directorate

DESHBANDHU

DELHI

19 FEBRUARY 2026

इंडिगो ने पेश किए को-ब्रांडेड क्रेडिट कार्ड

नई दिल्ली। निजी विमानन सेवा कंपनी इंडिगो ने एक्सिस बैंक के साथ दो को-ब्रांडेड क्रेडिट कार्ड पेश करने की घोषणा की है। दोनों कंपनियों की साझा प्रेस विज्ञप्ति में कहा गया है कि इंडिगो एक्सिस बैंक क्रेडिट कार्ड और इंडिगो एक्सिस बैंक प्रीमियम क्रेडिट कार्ड रुपये और वीजा नेटवर्क पर उपलब्ध हैं। ग्राहकों को इंडिगो के लॉयल्टी प्रोग्राम 'इंडिगो ब्लूचिप' का भी लाभ मिलेगा। विज्ञप्ति में कहा गया है कि ग्राहक रोजमर्रा की खरीदारी और यात्रा से संबंधित लेनदेन पर सुविधाजनक और बिना किसी इंडिगो के रिवॉर्ड प्वाइंट अर्जित कर सकेंगे। इंडिगो की उड़ानों के टिकट बुक कराने और संबंधित खर्चों पर अधिक रिवॉर्ड मिलते हैं। ग्राहकों को शुरुआती और नवीनीकरणीय लाभ, माइलस्टोन रिवॉर्ड्स तथा लाइफस्टाइल विशेषाधिकारों का एक व्यापक पैकेज भी मिलेगा जिसमें लाउंज एक्सेस, एंटरटेनमेंट के ऑफर, इन्फ्लिगेन पर छूट और कार्ड वेरिफेंट के अनुसार विदेशी मुद्रा विनिमय में लाभ शामिल है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

18 FEBRUARY 2026

Air India, Lufthansa sign landmark deal

► Mumbai, DHNS: In a landmark deal, national carrier Air India and Lufthansa Group signed an MoU establishing the framework for a joint business agreement between their

airlines and subsidiaries, including Air India Express, Austrian Airlines, Brussels Airlines, ITA Airways, Lufthansa, Swiss International Air Lines, and other affiliated carriers.

Leveraging the India-EU FTA and building on their existing codeshare agreements and shared membership in Star Alliance, the MoU enables the carriers to explore ways to boost connectivity between India and major European markets.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

19 FEBRUARY 2026

हवाई सफर में दुर्व्यवहार पड़ेगा भारी, 30 दिनों तक की लग सकती है रोक

नई दिल्ली, प्रेटर : नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने विमानों में अभद्रता पर लगाम लगाने के लिए सख्त कदम उठाने की तैयारी कर ली है और नियमों का एक नया द्राफ्ट (प्रस्ताव) जारी किया है, जिसके तहत एयरलाइंस को अभद्र यात्रियों पर तत्काल कार्रवाई करने का अधिकार होगा। एयरलाइंस अब किसी भी दुर्व्यवहार पर यात्री पर 30 दिनों तक का प्रतिबंध लगा सकेंगी। डीजीसीए ने मसौदे में कहा है, 'विमान, व्यक्तियों व संपत्ति की सुरक्षा, विमान में अनुशासन और व्यवस्था बनाए रखने के लिए 'नो/जीरो टालरेंस पॉलिसी' अपनाई गई है।'

वर्तमान नियमों के अनुसार, किसी यात्री पर प्रतिबंध लगाने का अंतिम फैसला एक स्वतंत्र समिति करती है। हालांकि, नए प्रस्ताव में एयरलाइंस को शक्ति दी गई है कि विशिष्ट अपराधों में मामले को समिति के पास भेजे बिना 30 दिनों का प्रतिबंध लगा



- डीजीसीए ने ऐसे यात्रियों से निपटने के लिए सख्त नियमों का रखा प्रस्ताव
- हितधारकों से 16 मार्च तक सुझाव व टिप्पणियां मांगी

सकती हैं। इन अपराधों में विमान के अंदर धूमपान, घरेलू उड़ानों में शराब पीना, आपातकालीन निकास का दुरुपयोग व जीवन रक्षक उपकरणों (जैसे लाइफ जैकेट) का अनधिकृत उपयोग करना शामिल है। प्रत्येक एयरलाइन को ऐसी घटनाओं की रिपोर्ट करने के लिए एक एसओपी तैयार करनी होगी, जिसे सभी संबंधित हितधारकों के

अपराध की गंभीरता व प्रतिबंध की अवधि

1. शारीरिक हाव-भाव व मौखिक उत्पीड़न : मौखिक दुर्व्यवहार या नशे में अभद्रता। इसके लिए अधिकतम तीन महीने का प्रतिबंध लग सकता है।
2. शारीरिक दुर्व्यवहार : धक्का देना, लात मारना, गला पकड़ना या यौन उत्पीड़न जैसी हरकतें। इसके लिए यात्री पर छह महीने तक की रोक लगाई जा सकती है।
3. जानलेवा व्यवहार : विमान के सिस्टम को नुकसान पहुंचाना, गला घोटना या घातक हमला। इसमें न्यूनतम दो वर्ष या बिना किसी सीमा तक प्रतिबंध हो सकता है।
4. काकषिट में घुसना : घुसने का प्रयास या घुसना। इसमें न्यूनतम दो वर्ष या बिना किसी सीमा तक प्रतिबंध।

बीच प्रसारित किया जाएगा।

मौजूदा नियमों के तहत स्वतंत्र समिति के फैसले आने तक एयरलाइन संबंधित यात्री पर 45 दिनों का प्रतिबंध लगा सकती है, जिसे नए प्रस्तावों में भी बरकरार रखा गया है। डीजीसीए ने प्रस्तावित नियमों पर सभी हितधारकों से 16 मार्च तक सुझाव और टिप्पणियां मांगी हैं।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

19 FEBRUARY 2026

हवाई यात्रा में अपराध की गंभीरता और प्रतिबंध की अवधि

प्रथम गृह से आगे

डीजीसीए ने उपद्रवी व्यवहार को चार अलग-अलग स्तरों में वर्गीकृत किया है, जिनके आधार पर प्रतिबंध की अवधि तय की जाएगी।

लेवल 1 (शारीरिक हथ-भंग और मौखिक उत्पीड़न): इसमें मौखिक दुर्व्यवहार या नशे में अभद्रता शामिल है। इसके लिए अधिकतम तीन महीने का प्रतिबंध लग सकता है।

लेवल 2 (शारीरिक दुर्व्यवहार): धक्का देना, लात मारना, गला पकड़ना या यौन उत्पीड़न जैसी हरकतें इस श्रेणी में आती हैं। इसके लिए यात्री पर छह महीने तक की रोक लगाई जा सकती है।

लेवल 3 (जानलेवा व्यवहार): विमान के सिस्टम को नुकसान पहुंचाना, गला घोटना या घातक हमला करना इस श्रेणी में आता है। इसके लिए न्यूनतम दो वर्ष या उससे अधिक (बिना किसी सीमा

के) का प्रतिबंध हो सकता है।

लेवल 4 (कैबिनेट में घुसपैठ): चालक दल के कैबिन में घुसने का प्रयास या वास्तविक घुसपैठ करने पर भी न्यूनतम दो वर्ष या उससे अधिक (बिना किसी सीमा के) का प्रतिबंध हो सकता है।

मौजूदा नियमों के तहत, स्वतंत्र समिति के फैसले आने तक एयरलाइन संबंधित यात्री पर 45 दिनों का प्रतिबंध लगा सकती है, जिसे नए प्रस्तावों में भी बरकरार रखा गया है। इसके अलावा, राष्ट्रीय सुरक्षा के लिए खतरा माने जाने वाले व्यक्तियों पर भी उड़ान भरने की पाबंदी रहेगी। डीजीसीए ने इन प्रस्तावित नियमों पर सभी हितधारकों से 16 मार्च तक सुझाव और टिप्पणियाँ मांगी हैं। इन नियमों के लागू होने के बाद, आसमान में सफर करने वाले यात्रियों के लिए अनुशासन के दायरे में रहना अनिवार्य होगा, अन्यथा उन्हें लंबे समय तक जर्मान पर ही रहना पड़ सकता है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

19 FEBRUARY 2026

DGCA Proposes 30-day Ban for Unruly Flyers

Draft amendments give airlines authority to impose ban

Our Bureau

New Delhi: India's aviation regulator has proposed giving airlines the authority to impose immediate 30-day flying bans on disruptive passengers, in a significant shift from the country's existing rules that require unruly behaviour aboard aircraft to be first referred to an independent committee.

Under draft amendments published by Directorate General of Civil Airlines (DGCA), carriers would be empowered to directly ban passengers for up to 30 days for offences including smoking on board, consuming alcohol on a domestic flight or on an international service where the drink was not served by cabin crew, misusing emergency exits, and unauthorised handling of life-saving equipment such as life jackets.

The draft covers protests or sloganeering on board, intoxication-related misconduct, and behaviour deemed disruptive — including shouting, inconveniencing fellow passengers, and repeatedly kicking seat backs or tray tables.

Airlines would be required to draw up and en-

force a standard operating procedure (SOP) for managing such passengers and for reporting incidents to the DGCA, and to share that procedure with all relevant stakeholders.

The proposed changes fall under Rule 133A of the Aircraft Rules, 1937.

DGCA has invited stakeholders to submit feedback on the amendments.

The proposals mark a notable toughening of India's approach to in-flight misconduct. Under the current framework, carriers lacked the power to act unilaterally in imposing travel bans, which, critics said, hampered swift responses to safety threats.

DGCA acknowledged that disruptive incidents represent a small share of overall air travel but argued that even a single unruly passenger can pose a serious risk to flight safety and operations.

The regulator said the proposed measures were designed to help airlines act faster to protect passengers and crew.

The draft comes as Indian aviation continues to expand rapidly, with passenger numbers climbing steadily in recent years.





Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

19 FEBRUARY 2026



Bangladesh Bars SpiceJet from Using its Airspace Over Unpaid Dues

Arindam Majumder

New Delhi: Bangladesh has barred SpiceJet from using its airspace due to non-payment of air navigation charges.

The ban has forced the budget airline to take a detour for its flights to Northeast India, especially connecting via Kolkata, increasing the flying time by about 30 minutes.

The decision by the Bangladesh government, resulting in higher fuel expenses, has added to woes for cash-strapped SpiceJet.

Airlines pay fees to countries for using their airspace, whether flying through it or landing in it. The

charges vary on aircraft weight or duration of the flight. For a Boeing 737 aircraft, primarily used by SpiceJet, it is around \$300.

People aware of the development said the airline has defaulted on payment of charges for over six months, leading Bangladeshi authorities to suspend SpiceJet's

permission for overflying. The Civil Aviation Authority of Bangladesh (CAAB) is also seeking interest on the delayed payments, they said.

A SpiceJet spokesperson said the airline is in communication with the Bangladeshi authorities over the charges. "These are routine industry issues, and we are working constructively towards an early resolution. Our flight operations remain unaffected," the spokesperson said.

A CAAB spokesperson didn't respond to queries.



Ban has forced the airline to take a detour for its flights to Northeast India, adding 30 mins to flying time

Tata Sons board to weigh FY27 spends, Air India funding

● Board to meet on February 24

DEV CHATTERJEE
Mumbai, February 18

THE BOARD OF Tata Sons, the holding company of the \$150-billion Tata Group, is set to meet on February 24 to review investment plans for fiscal 2027, including spending on artificial intelligence (AI), semiconductors, aviation and its e-commerce arm Tata Digital, according to people familiar with the matter.

The discussions come as Air India has sought capital infusion of about ₹10,000 crore from its owners, Tata Sons and Singapore Airlines, the people said. Additional funds are also expected to be allocated to Tata Digital as the conglomerate steps up investments in its consumer-facing businesses.

A spokesperson for Tata Sons didn't respond to an emailed request for comment.

Beyond budget approvals for the next fiscal, directors are likely to assess the impact of advances in AI across group companies and review how Tata Consultancy Services, the country's largest software exporter, is positioning itself to address emerging risks and opportunities.

Shares of TCS have fallen about 16.5% since the start of the year amid investor con-

ON THE AGENDA



■ Additional funds may be allocated to Tata Digital

■ Assessment of AI advances across group companies

■ Shares of flagship TCS have fallen about 16.5% since start of the year amid investor concerns over AI threat

■ Proposal for a third term for Chairman N Chandrasekaran may also be taken up

cerns over the potential disruption from AI to traditional IT services. The company remains the crown jewel of the Tata portfolio, with Tata Sons relying heavily on its dividend payouts to fund new investments.

The conglomerate has announced plans for an innovation city project near the upcoming Navi Mumbai International Airport with a proposed investment of \$11 billion.

Continued on Page 11

Tata Sons board to weigh FY27 spends

IT HAS ALSO unveiled semiconductor manufacturing projects in Gujarat and Assam as part of India's push to build a domestic chip ecosystem. The board is also expected to consider a proposal for a third term for Chairman N Chandrasekaran. The nomination has been backed by Tata Trusts, which owns a 66% stake in Tata Sons, and is set to receive nod at the meet, the people said.

Analysts say Tata Digital, which houses the Tata Neu super-app, is competing in India's crowded online retail market against global & domestic rivals, requiring sustained investment to scale up operations, improve profitability.

तीन महीने से दो वर्ष या उससे अधिक के उड़ान प्रतिबंध का प्रावधान, मसौदा जारी हुआ विमान-एयरपोर्ट पर हंगामा करने वालों पर सख्त कार्रवाई की जाएगी

तैयारी

नई दिल्ली, विशेष संवाददाता। नागर विमानन महानिदेशालय (डीजीसीए) ने विमान में हंगामा करने वाले यात्रियों के खिलाफ सख्त नियम का ड्राफ्ट जारी किया है। नए दिशानिर्देशों के तहत अब अनुशासनहीन यात्रियों पर कड़ी कार्रवाई की जाएगी। साथ ही विमान या एयरपोर्ट पर गलत व्यवहार करने वाले यात्रियों को कानून के तहत सजा भी दी जा सकती है।

नए प्रावधानों को लेकर जारी ड्राफ्ट पर 16 मार्च तक संबंधित पक्षों और लोगों से सुझाव मांगे गए हैं। जीरो-टॉलरेंस पॉलिसी के तहत जारी प्रावधानों के हिसाब से अनुशासनहीनता में चालक दल से बदसलूकी, शराब के नशे में हंगामा, मारपीट, नियमों का उल्लंघन, नारेबाजी और सुरक्षा में बाधा डालना शामिल है। डीजीसीए ने ऐसे यात्रियों को चार श्रेणियों में बांटा है।

पहली श्रेणी में मौखिक दुर्व्यवहार, दूसरी में शारीरिक हिंसा, तीसरी में जानलेवा हरकतें और चौथी में कॉकपिट में घुसने की कोशिश जैसे मामले शामिल हैं। हर श्रेणी के अनुसार



फाइल फोटो

उड़ान पर प्रतिबंध लगाया जाएगा। नियमों के तहत दोषी यात्रियों को नो-फ्लाई लिस्ट में डाला जा सकता है।

पहली श्रेणी के मामलों में तीन महीने तक, दूसरी में छह महीने तक और गंभीर मामलों (श्रेणी तीन व चार) में दो साल या उससे अधिक समय तक प्रतिबंध लगाया जा सकता है। ड्राफ्ट के हिसाब से हर एयरलाइंस को अब ऐसे यात्रियों का पूरा रिकॉर्ड रखना होगा, जिसे डीजीसीए के साथ साझा करना होगा। इसमें यात्री का नाम, संपर्क विवरण,

पहचान पत्र, घटना की जानकारी और प्रतिबंध की अवधि शामिल होगी। हालांकि यह जानकारी सार्वजनिक नहीं की जाएगी।

विमानन कंपनियों को भी करनी होगा व्यवस्था: नए नियमों के तहत हर एयरलाइन को अपने कर्मचारियों को विशेष प्रशिक्षण देना होगा, जिससे कि समय रहते स्थिति को संभाल सकें और विवाद को बढ़ने से रोक सकें। यानी विमानन कंपनियों को अपने स्तर पर भी ऐसी व्यवस्था करनी होगी कि यात्री

यात्रियों को भी मिलेगा अपील का मौका, समिति बनाई जाएगी

नए प्रावधान के तहत तीन सदस्यों की एक समिति बनाई जाएगी। सेवानिवृत्त जिला एवं सत्र न्यायाधीश की अध्यक्षता वाली समिति में दूसरी एयरलाइंस के प्रतिनिधि और उपभोक्ता संगठन/यात्री संघ के प्रतिनिधि या सेवानिवृत्त अधिकारी सदस्य के तौर पर शामिल होंगे। यात्री को अधिकार होगा कि वह नोटिस प्राप्त होने की स्थिति में 60 दिन के अंदर समिति के समक्ष अपील कर सकता है। वहीं, कमेटी को यात्री की अपील पर 45 दिन के अंदर फैसला देना होगा। सुनवाई के दौरान यात्री को अपनी बात रखने का मौका दिया जाएगा। उसके बाद कमेटी को सख्त और रिपोर्ट के आधार पर निर्णय लिखित में देना होगा। अगर कमेटी निर्धारित 45 दिन में कोई निर्णय नहीं लेती है तो यात्री उड़ान सेवा का लाभ उठाने का हकदार होगा।

हंगामा या अनुशासनहीनता न करें। साथ ही एयरपोर्ट पर भी ऐसे मामलों से निपटने के लिए सुरक्षा एजेंसियों को सतर्क रखा जाएगा।

डीजीसीए का मानना है कि इन नियमों का उद्देश्य यात्रियों और कर्मचारियों की सुरक्षा सुनिश्चित करना और हवाई यात्रा को सुरक्षित व सुविधाजनक बनाना है। सरकार ने साफ किया है कि विमान और एयरपोर्ट पर किसी भी तरह के हंगामे को बर्दाश्त नहीं किया जाएगा।

DGCA PROPOSES TOUGHER NEW RULES TO TACKLE UNRULY FLYERS

Neha LM Tripathi

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NEW DELHI: Civil aviation regulator, the Directorate General of Civil Aviation (DGCA), in a draft made public on Wednesday, proposed changes that revise the regulatory framework for dealing with unruly flyers and also disruptive ones (a new category it creates), sharpening enforcement, widening the scope of punishable acts, and revising the penalty architecture.

continued on → 15

DGCA-FLYER RULES

It has also proposed a faster mechanism that allows airlines to directly impose short term flying bans of up to 30 days on disruptive flyers. The draft was placed in the public domain on Wednesday for stakeholder comments till March 16 and comes against the backdrop of a surge in incidents involving unruly passengers.

If passed, the draft Civil Aviation Requirement (CAR) will replace the 2017 rules.

The proposed norms will apply to all Indian airlines, domestic and international, all airport operators within Indian territory, and all passengers during air travel to and from India, DGCA said.

Recognising that unruly behaviour may stem from unsatisfactory

service or a build-up of such events, the regulator has proposed that airline staff identify early signs of potential misconduct. Airlines have also been asked to create awareness by prominently displaying regulations related to unruly passengers in airport terminals. The draft norms have also proposed to broaden the list of acts that can trigger action. In addition to alcohol-fuelled misbehaviour, smoking and refusal to follow the pilot-in-command's instructions, which are already covered under current rules, it has proposed to specifically include use of electronic smoking devices, sloganeering or protests, tampering with aircraft parts, and riotous conduct.

A key structural change is the introduction of a new "Level 4" category for attempted or actual breach of the cockpit highlighting the gravity of this violation. Under the existing framework, cockpit breaches fall under Level 3, which covers life-threatening behaviour.

Level 3 and Level 4 offences, under the proposed norms, can attract a ban of two years or more.

The draft also proposes a distinction between "unruly" passengers and "disruptive" ones. Passengers declared "disruptive" may face a flying ban of up to 30 days imposed directly by the airline, without reference to an independent committee set up by the airline according to the draft rules.

Such disruptive behaviour includes smoking on board the aircraft, consumption of alcohol on board a domestic flight or an international flight, except when such alcohol is served by the cabin crew, misuse of an emergency exit or unauthorized use of life-saving equipment, including life jackets, engaging in protests or sloganeering, unruly conduct arising from intoxication, any other disorderly or disruptive behaviour, including but not limited to screaming, causing annoyance to other passengers, or kicking or banging seat backs or tray tables. Airlines will have to maintain a database of disruptive passengers and intimate DGCA regarding the imposition of

a ban on them. "However, such disruptive passengers shall not be placed in the 'No Fly List' by DGCA," the draft clarified.

Under the 2017 rules, all cases were referred to an internal committee constituted by the airline, which had 30 days to determine the category and duration of the ban. Pending its decision, airlines could impose a temporary ban of up to 30 days. Renaming the body as an "independent committee" and extending the decision timeline to 45 days, DGCA has proposed to increase the interim ban duration to 45 days.

Passengers placed on the no-fly list following a committee's decision can face bans ranging from up to three months for Level 1 offences, up to six months for Level 2 ones and two years or more for Level 3 and Level 4 cases.

Another change in the draft states that once a passenger is placed on the no-fly list following a committee's decision, all other airlines will be required to follow suit, which is currently optional.

DGCA has also proposed that while passengers placed on the no-fly list can appeal within 60 days to an Appellate Committee constituted by the civil aviation ministry, those classified as disruptive and banned directly by an airline can appeal within 15 days to an independent committee set up by the airline. It also empowers the Bureau of Civil Aviation Security and the Central Industrial Security Force to take action in cases of disruptive behaviour at airports.

IndiGo cuts summer flight goal amid crew constraints

Abhishek Law

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NEW DELHI: India's largest airline, IndiGo, has sought approval to operate at least 275 additional daily flights, about a 15% increase over its current 1,900-odd departures, during the summer schedule from April to October, according to a presentation made to the Directorate General of Civil Aviation (DGCA).

If approved, the airline would operate around 2,175 daily flights—about 8% higher than the 2,022 last summer.

The revised target is roughly 15% lower than its earlier ambition of scaling up to 2,550 daily departures, reflecting a more cautious approach amid pilot hiring requirements and stricter flight duty time limitation (FDTL) norms.

In its submission to the DGCA, IndiGo indicated a range of 2,175 to 2,310 daily departures for the summer season. The airline has told the regulator it is "revisiting the schedule" and that "final numbers (are) likely to be closer to the lower end of the range," a senior government official said. Documents reviewed by Mint confirm it.

The moderated outlook marks a step back from its earlier projections of 2,370 to 2,550 daily flights, which were based on expected fleet additions and higher aircraft utilization. It also reflects operational constraints, particularly around pilot availability, attri-



The new summer flight aim is 15% lower than its earlier plan.
HT

tion, and compliance with revised FDTL safety norms.

Due to the slower expansion, IndiGo is expecting a mid-single-digit growth in unit cost (excluding fuel and forex) for FY26. Management expects available seat per kilometre (ASK)—a measure of passenger capacity—to grow 10% in the fourth quarter, driven primarily by international destinations.

However, a low-to-mid-single-digit decline in passenger revenue per available seat kilometre (PRASK) is expected on a high year-ago base owing to Maha Kumbh-related traffic, Motilal Oswal said after IndiGo's Q3 earnings.

"Despite near-term challenges in the form of reduced capacity, capped prices, rupee depreciation, and rising damp leases, Indigo remains confident in its growth strategy as India's domestic network remains the backbone, with

expanding international connectivity," the brokerage said.

Owned by InterGlobe Aviation, IndiGo remains India's largest airline with a 59.6% market share. The Tata-backed Air India group—comprising Air India and Air India Express—is the second-largest with nearly 30% share. Akasa Air and SpiceJet trail behind.

In a plan shared with the regulator, IndiGo referred to a potential reduction of up to 250 flights per day from April 2026 to ensure full FDTL compliance.

The recalibration follows an operational meltdown in December, when the country's civil aviation regulator curtailed IndiGo's domestic departures by 10% after the airline cancelled 4,500 flights in the first week of the month, stranding thousands of passengers.

For the summer season, IndiGo plans to operate about 1,875–1,950 daily flights through its Airbus narrow-body fleet, down from an earlier plan of 2,000–2,175. About 280–330 departures are expected to be operated by its ATR turboprop aircraft as against about 350 planned earlier. Around 20–30 flights will run under wet leases, according to documents reviewed by Mint.

As of 31 December 2025, IndiGo's total fleet stood at about 440 aircraft, including Airbus, ATR and wet-leased planes. About 10% remain grounded due to Pratt & Whitney engine issues.

DGCA proposes swift ban on disruptive passengers

Airlines will be able to ban unruly passengers for 30 days without any referral under the proposed amendments to the Civil Aviation Requirement; regulator invites comments from stakeholders

S. Vijay Kumar
CHENNAI

Airline operators may soon be empowered to directly impose a flying ban of up to 30 days on unruly or disruptive passengers without referring the matter to the competent authority.

The Directorate General of Civil Aviation (DGCA) has proposed amendments to the Civil Aviation Requirement provisions governing the handling of unruly or disruptive passengers, emphasising that even a single disruptive passenger can jeopardise safety on board and adversely affect flight operations.

Under the proposed revision, airlines will be authorised to impose a flying ban not exceeding 30 days

Aerial decorum

Under the proposed revision, airlines would be authorised to impose a flying ban not exceeding 30 days on passengers found guilty of disruptive behaviour during a flight without prior referral to the existing independent committee mechanism

Disruptive acts include:

- Consumption of alcohol on domestic flights
- Smoking on board
- Tampering with emergency exits
- Engaging in protests or sloganeering
- Unruly conduct arising from intoxication



While airlines will inform the DGCA about any flying ban imposed and maintain a database of such passengers, the ban does not add passengers to the regulator's official No Fly List

on passengers found guilty of disruptive behaviour during a flight without prior referral to an independent committee.

The DGCA said the definition of disruptive acts included smoking on board, consumption of alcohol on domestic flights, tampering with emergency exits, unauthorised use of life-

saving equipment such as life jackets, engaging in protests or sloganeering, and unruly conduct arising from intoxication. Additionally, screaming, causing annoyance to fellow passengers, and kicking or banging seat backs or tray tables have also been categorised as disruptive behaviour. Airlines will be re-

quired to maintain a database of such passengers and inform the DGCA about any flying ban imposed. However, passengers banned under this provision would not be included in the regulator's official No Fly List.

The aviation regulator has invited comments from stakeholders on the proposed amendments issued under Rule 133A of the Aircraft Rules, 1937.

Currently, airlines must refer cases of disruptive conduct to an independent committee. The committee is required to examine the matter and give its decision within 45 days before a flying ban can be enforced. The revision seeks to streamline the process, enabling airlines to act swiftly in the interest of passenger safety.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

19 FEBRUARY 2026

Pakistan extends airspace closure to Indian airlines until March 24

Sukalp Sharma

New Delhi, February 18

PAKISTAN HAS extended the ban on Indian airlines and aircraft from entering its airspace by another month—till the early morning of March 24—as per a fresh notice to airmen (NOTAM) issued by Islamabad’s aviation authorities. India, too, is expected to reciprocate in a similar manner, which would take the neighbours’ reciprocal airspace closures into their eleventh month.

With the relations between New Delhi and Islamabad worsening after the Pahalgam terror attack, Pakistan closed its airspace on April 24. Initially for one month, the closure banned Indian aircraft and airlines from overflying Pakistan. India responded on April 30 by closing its airspace to Pakistani aircraft and airlines. Since then, both countries have extended airspace closures for each other’s airlines and aircraft one month at a time.

Pakistan has issued its latest NOTAM extending the airspace closure a few days before the February 24 expiration of the earlier notice. India’s current ban on Pakistani aircraft is also

With the relations between New Delhi and Islamabad worsening after Pahalgam attack, Pakistan closed its airspace on April 24. India responded on April 30 by closing its airspace to Pakistani aircraft and airlines

set to expire on February 24, and India’s aviation authorities are expected to issue a fresh NOTAM to extend the closure by another month before the current notice lapses.

Around 800 weekly flights—departures and arrivals—operated by Indian airlines have been affected due to the closure of Pakistani airspace. This leads to operational challenges like increased flight durations, higher fuel consumption and increased complexity in crew and flight scheduling. In some cases, flights are forced to take refueling stops overseas; flights on some routes have also been suspended.

BOARD TO MEET ON FEBRUARY 24

Tata Sons board to weigh FY27 spending, Air India funding

Tata Sons directors are likely to assess the impact of advances in AI across group companies

Dev Chatterjee
Mumbai, February 18

THE BOARD of Tata Sons, the holding company of the \$150-billion Tata Group, is set to meet on February 24 to review investment plans for financial year 2026-27, including spending on artificial intelligence (AI), semiconductors, aviation and its e-commerce arm Tata Digital, according to people familiar with the matter.

The discussions come as Air India has sought capital infusion of about Rs 10,000 crore from its owners, Tata Sons and Singapore Airlines, the people said.

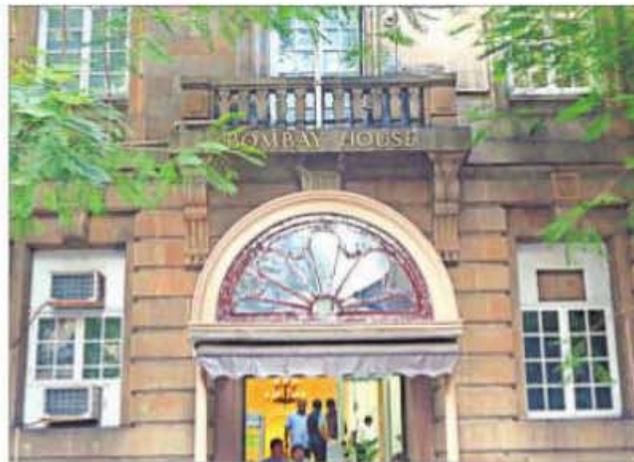
Additional funds are also expected to be allocated to Tata Digital as the conglomerate steps up investments in its consumer-facing businesses.

A spokesperson for Tata Sons didn't respond to an emailed request for comment.

Beyond Budget approvals for the next financial year, directors are likely to assess the impact of advances in AI across group companies and review how Tata Consultancy Services (TCS), the country's largest software exporter, is positioning itself to address emerging risks and opportunities.

Shares of TCS have fallen about 16.5% since the start of the year amid investor concerns over the potential disruption from AI to traditional IT services. The company remains the crown jewel of the Tata portfolio, with Tata Sons relying heavily on its dividend payouts to fund new investments.

The conglomerate has an-



Tata Group headquarters at the historic Bombay House in Mumbai. The salt-to-software conglomerate's holding company Tata Sons is likely to review investments across group companies. EXPRESS PHOTO

nounced plans for an innovation city project near the upcoming Navi Mumbai International Airport with a proposed investment of \$11 billion. It has also unveiled semiconductor manufacturing projects in Gujarat and Assam as part of India's push to build a domestic chip ecosystem.

The board is also expected to consider a proposal for a third term for Chairman N Chandrasekaran. The nomination has been backed by Tata Trusts, which owns a 66% stake in Tata Sons, and is set to receive approval at the meeting, the people said.

Analysts say Tata Digital—

The discussions come as Air India has sought capital infusion of about Rs 10,000 crore from its owners, Tata Sons and Singapore Airlines, said people privy to the matter

which houses the Tata Neu super-app — is competing in India's crowded online retail market against global and domestic rivals, requiring sustained investment to scale up operations and improve profitability.

The board's deliberations will signal how aggressively the salt-to-software conglomerate plans to deploy capital in the coming year, even as global economic uncertainty and rapid advances in AI reshape key sectors central to the group's strategy, say analysts. FE



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THE INDIAN EXPRESS

DELHI

19 FEBRUARY 2026

DGCA proposes stricter norms for unruly fliers

New Delhi: Aviation watchdog DGCA has proposed stricter norms to deal with unruly passengers, including allowing airlines to directly impose a flying ban on such passengers for up to 30 days. Among other proposals, DGCA has said that an airline shall formulate and implement a Standard Operating Procedure for the handling of unruly passengers and for reporting the incidents to the DGCA, and shall circulate the same among all concerned stakeholders. An independent committee set up by the airline including a representative from another carrier, among others, to decide on the flying ban. PTI



Corporate Communications Directorate

MILLENNIUM POST

DELHI

19 FEBRUARY 2026

DGCA PROPOSES STRICTER NORMS TO DEAL WITH UNRULY PASSENGERS

Cause trouble onboard? Airlines may impose instant flying ban for 30 days

MPOST BUREAU

NEW DELHI: India's aviation regulator has proposed tighter rules to deal with unruly passengers, including allowing airlines to directly bar offenders from flying for up to 30 days without waiting for a committee's decision.

In draft revisions to the Civil Aviation Requirement on handling disruptive passengers, the Directorate General of Civil Aviation said a "No or Zero Tolerance Policy" has been adopted to safeguard aircraft, passengers, crew and property, and to maintain order on board.

Under the proposal, airlines will be required to frame and implement a Standard Operating Procedure for managing unruly passengers and



KEY POINTS

- » SOPs to cover incident reporting to DGCA and stakeholder circulation
- » Independent airline committee will decide longer flying bans
- » Committee must include a representative from another airline
- » Smoking onboard listed as a punishable disruptive act
- » Alcohol consumption on domestic flights included as violation
- » Misuse of emergency exits or life-saving equipment flagged
- » Pending committee decision, airlines may ban passengers for 45 days
- » Level 1 offences can attract bans up to three months
- » Level 2 offences can lead to bans up to six months
- » Level 3 and 4 offences may draw bans of two years or more
- » Level 3 includes life-threatening violence or aircraft damage
- » Level 4 covers attempted or actual cockpit breach
- » Flying bans also apply on national security grounds

for reporting such incidents to the regulator. The SOP must be circulated among all relevant stakeholders to ensure uniform

handling of cases.

A key change allows airlines to impose an immediate flying ban of up to 30 days for cer-

tain violations without referring the case to an independent committee. The DGCA said this option would apply when a passenger is found to have committed specific disruptive acts during a flight.

These include smoking on board, consumption of alcohol during a domestic flight, misuse of an emergency exit, or unauthorised use of life-saving equipment such as life jackets. The regulator said the provision would help airlines respond swiftly in clear-cut cases.

For other situations, the existing mechanism will continue. Each airline is required to constitute an independent committee, which will include a representative from another carrier, to decide on longer bans. Pending a committee's decision, an **Continued on P4**

Cause trouble onboard?

airline may continue to bar a passenger from flying for up to 45 days, a provision that remains unchanged in the proposed rules.

The length of a flying ban varies according to the severity of the offence. Level 1 offences, which cover unruly behaviour such as verbal harassment, physical gestures or disruptive intoxication, can attract a ban of up to three months. Level 2 offences involve physically abusive conduct including pushing, kicking, hitting, grabbing, inappropriate touching or sexual harassment, and may lead to a ban of up to six months.

More serious violations fall under Level 3 and Level 4. Level 3 includes life-threatening behaviour such as damage to aircraft operating systems or severe physical violence, while Level 4 relates to attempted or actual breach of the flight crew compartment. In such cases, the minimum flying ban can be two years or more, with no upper limit specified.

Separately, passengers can also be barred from flying on grounds of national security risk.

The DGCA has invited stakeholder comments on the proposed changes to the Civil Aviation Requirement, with submissions open until March 16.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

19 FEBRUARY 2026

फ्लाइट में बदसलूकी पर सख्ती, जीरो टॉलरेंस नीति होगी लागू, ड्राफ्ट जारी

■पीटीआई, नई दिल्ली

फ्लाइट में बदसलूकी करने वाले यात्रियों पर अब सख्ती होगी। ऐसे मामलों में जीरो टॉलरेंस नीति का फैसला हुआ है। नागरिक उड्डयन महानिदेशालय (DGCA) ने ड्राफ्ट नियम जारी किए हैं। DGCA प्रमुख फैज अहमद किदवई के प्रस्ताव के तहत अब एयरलाइंस को एयरपोर्ट और विमान के अंदर बदसलूकी करने वाले यात्रियों से निपटने के लिए स्पष्ट मानक संचालन प्रक्रिया (SOP) तैयार करनी होगी। यह SOP एयरलाइन के कर्मचारियों, खासकर यात्रियों से सीधे जुड़े स्टाफ और कू को बतानी जरूरी होगी।

सबसे बड़ा बदलाव यह है कि एयरलाइंस अब गंभीर बदसलूकी के



बदसलूकी के चार लेवल और सजा

लेवल 1 गाली-गलौज या नशे में हंगामा करने पर 3 महीने तक बैन	लेवल 2 मारपीट या छेड़छाड़ मामले में 6 महीने तक बैन	लेवल 3 जानलेवा हरकत करने पर 2 साल का बैन
लेवल 4 कॉकपिट में घुसने की कोशिश पर 2 साल का बैन		

मामलों में स्वतंत्र समिति के फैसले का इंतजार किए बिना अधिकतम 30 दिन तक उड़ान प्रतिबंध लगा सकेगी। समिति बाद में लंबी अवधि के बैन पर फैसला करेगी। मौजूदा नियम के तहत जांच लंबित रहने तक 45 दिन

तक प्रतिबंध लगाया जा सकता है, जो प्रस्तावित नियम में भी जारी रहेगा। गृह मंत्रालय राष्ट्रीय सुरक्षा खतरे वाले लोगों की सूची DGCA और एयरलाइंस से साझा करेगा, जिन पर बिना अपील के उड़ान प्रतिबंध रहेगा।



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

19 FEBRUARY 2026

दिल्ली से चंडीगढ़: कार से तीन घंटे का रास्ता, फ्लाइट तीन घंटे लेट, एयरपोर्ट पर हंगामा

नई दिल्ली, 18 फरवरी (नवोदय टाइम्स): इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट पर बुधवार को एयर इंडिया फ्लाइट संख्या एआई 2706 में दिल्ली से चंडीगढ़ जाने वाले यात्रियों को पौने तीन घंटे तक विमान में बिठाकर रखा गया। सवा तीन घंटे की देरी के बाद शाम करीब पौने पांच बजे विमान ने उड़ान भरी। इस दौरान भूखे प्यासे बैठे यात्रियों ने खासा हंगामा किया। यात्रियों का कहना था कि न तो उन्हें विलंब के विषय में कोई जानकारी दी गई और न ही एयरलाइंस की तरफ से उनकी समस्याओं को

कोई शादी में नहीं पहुंच पाया तो कोई पूरे दिन फंसा रहा एयरपोर्ट पर

सुनने वाला कोई था। ऐसे में कुछ ऐसे यात्री भी थे जिनकी महत्वपूर्ण बैठक छूट गई। कुछ यात्री सुबह से ही एयरपोर्ट पर फंसे रहे। एयर इंडिया की तरफ से इसे ऑपरेशनल दिक्कत बताया गया।

जानकारी के अनुसार आईजीआई एयरपोर्ट से एयर इंडिया की एआई 2706 फ्लाइट को चंडीगढ़ के लिए दोपहर 2 बजे उड़ान भरनी थी। तब समय पर यात्री

विमान में सवार हुए। मगर उड़ान भरने की बजाय विमान को साइड में खड़ा रखा गया। कारण पूछने पर उन्हें कुछ भी

संतोषजनक जानकारी नहीं दी

गई। एक घंटे से अधिक समय गुजर जाने के बाद इस संबंध में कुछ यात्रियों ने जब कस्टमर केयर सेंटर से बात की गई तो

बताया गया कि फ्लाइट 4.15 पर रवाना होगी। मगर नतीजा वही था कि तीन घंटे तक वहीं रुका। इस दौरान बुजुर्गों तथा बच्चों को खासी परेशानों का सामना करना पड़ा। यात्रियों का कहना था कि विमान का एंजिन भी ठीक से काम नहीं कर रहा था। बच्चे भूख प्यास से विलंब रहे थे। करीब सवा तीन घंटे विमान में फंसे रहने के बाद यात्रियों ने उस समय राहत की सांस ली जब पौने पांच बजे विमान ने उड़ान भरी।



यात्रियों का फूटा गुस्सा

विमान में यात्रा कर रहे एक यात्री ने बताया कि वह सुबह ही पुणे की फ्लाइट से दिल्ली एयरपोर्ट आ गए थे। उन्हें चंडीगढ़ में एक महत्वपूर्ण मीटिंग अटेंड करनी थी मगर विमान में फंसे होने की वजह से कोई दूसरा विकल्प उनके पास नहीं रहा और मीटिंग मिस हो गई। वही एक महिला ऐसी भी थी जिन्हें एक शादी में चंडीगढ़ से आगे जाना था। मगर शाम 6.15 बजे जब उनकी फ्लाइट चंडीगढ़ उतरी तो उन्होंने वापस लौटने का इरादा कर लिया क्योंकि देर रात यहां पहुंचने का कोई मतलब भी नहीं था। यात्रियों ने विमान स्टाफ के व्यवहार पर भी सवाल उठाए। यात्रियों का कहना था कि कू सदस्यों का यात्रियों के प्रति रवैया काफी रुखा था।

DGCA tightens norms for unruly passengers

PRESS TRUST OF INDIA
■ New Delhi

Aviation watchdog DGCA has proposed stricter norms to deal with unruly passengers, including allowing airlines to directly impose a flying ban on such passengers for up to 30 days.

"A 'No/ Zero Tolerance Policy' has been adopted to ensure the safety of the aircraft/persons/property and to maintain good order & discipline on board an aircraft," the Directorate General of Civil Aviation (DGCA) said in its draft revised rules.

Among other proposals, the regulator has mentioned that an airline shall formulate and implement a Standard Operating Procedure (SOP) for the handling of unruly passengers and for reporting the incidents to the DGCA, and shall circulate the same among all concerned stakeholders.

An independent committee set up by the airline that will include a representative from another carrier, among others, will take a decision on the flying ban. "... an airline may directly impose a flying ban for a disruptive passenger for a period not exceeding thirty days (30) days without referring the matter to the Independent Committee, where the passenger is found to have committed any of the following disruptive acts on board an aircraft," the regulator said.

Such an action can be taken by an airline for



various violations, including smoking on board the aircraft, consumption of alcohol onboard a domestic flight and misuse of an emergency exit or unauthorised use of life-saving equipment, including life jackets. Under the existing Civil Aviation Requirement (CAR), pending decision of the independent committee, the concerned airline may ban such unruly passenger from flying for up to 45 days.

This provision also remains in the proposed revised CAR for handling unruly passengers.

Unruly passengers can face varying periods of flying ban depending on the level of offences. For Level 1, the ban can be up to three months and for Level 2, the same can be up to six months.

In the case of Level 3 and 4 cases, the minimum ban can be for two years or more without a limit. While Level 1 refers to unruly behaviour such as physical gestures, verbal harassment or unruly inebriation.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

19 FEBRUARY 2026

DGCA wants zero tolerance for unruly flyers

TIMES NEWS NETWORK

New Delhi: Unruly flyers beware, India has now decided to adopt a 'no/zero tolerance policy' towards them with immediate effect to "ensure the safety of aircraft/persons/property and to maintain good order and discipline on board". The Directorate General of Civil Aviation (DGCA) has come out with draft rules for handling such passengers in aircraft.

The big change proposed by DGCA chief Faiz Ahmed Kidwai is that airlines will now have to establish procedures to "deal with unruly passengers at the airport or onboard the aircraft. The SOP will need to be communicated



DGCA has come out with draft rules for handling such passengers in aircraft

throughout the organisation and especially to all employees who are in direct contact with passengers, both on the ground and on the aircraft."

"All airlines shall establish (a) mechanism to detect and report unruly passenger behaviour at check-in, in the

lounges, at the boarding gate or any other place in the terminal building or at the airside in order to prevent such passengers from boarding. Such cases shall be reported immediately with law enforcement agency at the aerodrome," the draft says.

"Home ministry may provide to DGCA and to airlines, a list of individuals identified as national security threats for inclusion in the No Fly List. Such cases will not be covered by appeal provisions as provided under (rules). Further, the list national security threats provided by ministry of home affairs shall be shared with the airlines. However, this list will not be a part of the published No Fly List. Separately, law enforcement agencies may take action in accordance with applicable law under their jurisdiction," the draft says.

Such people will be barred till the time the Union home ministry deems them to be a national security risk, it adds.