



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

20 JANUARY 2026

HAL airspace shuts Hosur Airport bid

The Tamil Nadu government's plan to develop an international airport at Hosur has hit another hurdle, with the Defence Ministry rejecting the proposal for a second time. The Centre reiterated that Hosur's airspace is vital for Hindustan Aeronautics Limited, citing flight testing, training and other defence operations. It warned that civilian traffic could disrupt these activities and raise national security concerns. The project was earlier ruled out due to proximity to Kempegowda International Airport, Bengaluru, and first rejected in June 2025. Despite a revised submission in November, the Centre held firm. Tamil Nadu is weighing an appeal, alternatives.

— BMB



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

21 JANUARY 2026

भास्कर एक्सक्लूसिव पटना एयरपोर्ट... रडार नहीं लगने से उड़ानों की संख्या नहीं बढ़ी, अंतरराष्ट्रीय ऑपरेशन भी रुका 1200 करोड़ का टर्मिनल तैयार, एक एकड़ जमीन नहीं मिलने से रडार अटका

भास्कर न्यूज़ | पटना

पटना एयरपोर्ट पर 1200 करोड़ की लागत से नया टर्मिनल भवन बनकर तैयार है। लेकिन अब तक यहां रडार नहीं लग सका है। रडार के लिए सिर्फ एक एकड़ जमीन की जरूरत है। एयरपोर्ट प्रशासन ने बिहार सरकार से भारतीय कृषि अनुसंधान परिषद (आईसीएआर) से सटी जमीन मांगी है। इसके लिए दो बार प्रस्ताव भेजा गया है। रडार लगाने से जुड़ी सभी तकनीकी जानकारियां भी दी गई हैं। इसके बावजूद अब तक जमीन उपलब्ध नहीं कराई गई है। जमीन मिलते ही एयरपोर्ट प्रशासन केंद्र सरकार को रडार लगाने का प्रस्ताव भेज देगा। रडार लगाने में करीब छह महीने का समय लगेगा। गया एयरपोर्ट पर भी रडार नहीं है। दरभंगा और पूर्णिया एयरपोर्ट एयरफोर्स बेस हैं, इसलिए वहां रडार लगा हुआ है।

रडार लगा तो एक ही रनवे पर तीन गुना ज्यादा उड़ानें संभव



रडार लगने से एक ही रनवे पर ज्यादा विमानों का ऑपरेशन हो सकेगा। अभी पटना एयरपोर्ट से 45 जोड़ी विमानों का ऑपरेशन होता है। रडार लगने के बाद 120 विमानों की लैंडिंग और टेकऑफ संभव होगी।

अभी कैसे हो रहा है विमानों का संचालन

पटना में अभी विजुअल और नेविगेशन सिस्टम से विमानों का संचालन हो रहा है। रडार लगने के बाद राज्य के सभी छोटे-बड़े एयरपोर्ट को रियल टाइम डेटा मिलेगा।

यात्रियों की क्षमता नए टर्मिनल से बढ़ी

पटना एयरपोर्ट पर यात्रियों कली संख्या एक करोड़ हो गई है। अंतरराष्ट्रीय विमानों के ऑपरेशन की भी योजना है। रडार नहीं होने से विमानों की संख्या नहीं बढ़ पा रही है।

कोहरे में ज्यादा असर, उड़ानें रद्द, डायवर्ट

पटना एयरपोर्ट पर ऑपरेशन के लिए अभी 1000 मीटर विजिबिलिटी जरूरी है। हर साल कोहरे के बाद उड़ानें रद्द और लेट होती हैं। इस सीजन में 84 उड़ानें रद्द हुईं।

भास्कर नॉलेज रडार क्या होता है?

- रडार का पूरा नाम रेडियो डिटेक्शन एंड रेंजिंग है। यह विमान की लोकेशन, दूरी और गति की जानकारी देता है।

सवाल : रडार कैसे काम करता है ?

-रडार रेडियो तरंगें भेजता और रिसीव करता है। तरंगों के लौटने में लगे समय से विमान की स्थिति तय होती है।

सवाल : रडार में क्या-क्या होता है ?

-इसमें एंटीना, ट्रांसमीटर, रिसीवर और प्रोसेसिंग सिस्टम होता है।

सवाल : पायलट को रडार से क्या मदद मिलती है ?

-खराब मौसम, तुफान और कम विजिबिलिटी में सुरक्षित रास्ता चुनने में मदद मिलती है।

भास्कर एक्सपर्ट

अश्विनी खन्ना, कार्यकारी निदेशक,
एयरो टेक सपोर्ट सर्विसेज

- हवा में विमानों का सुरक्षित सेपरेशन संभव होगा।
- रडार लगने से विमानों को हवा में अलग करने में मदद मिलेगी।
- हवा में टकराव रोका जा सकेगा।
- एक ही रनवे पर ज्यादा विमानों की लैंडिंग और टेकऑफ होगी। यात्रियों को बेहतर सुविधा मिलेगी।
- खराब मौसम में भी ऑपरेशन सुरक्षित रहेगा।

भास्कर एक्सक्लूसिव पोकरण रेंज में दुश्मन होगा नेस्तनाबूद सबसे बड़ा वॉरगेम: 26 फरवरी को 8 एयरबेस से उड़ेंगे 125 विमान, सुखोई-राफेल लीड करेंगे

डीडी वैष्णव | जोधपुर

ऑपरेशन सिंदूर के बाद ग्लोबल एयर पावर बनी भारतीय वायुसेना एक बार फिर अपनी ताकत दिखाने जा रही है। पोकरण के पास चांधन फील्ड फायरिंग रेंज में 26 फरवरी को 'वायुशक्ति-2026' में वायुसेना के 125 से ज्यादा विमान हवा और जमीन पर दुश्मन पर प्रहार करेंगे। इसकी शुरुआत 12 फरवरी से होगी, जब जोधपुर सहित वेस्टर्न बॉर्डर के 8 एयरबेस से दिन रात विमान उड़कर चांधन में सटीक निशाना लगाएंगे।

इस पूरे वारगेम को सुपरसोनिक विमान सुखोई-30 एमकेआई और राफेल लीड करेंगे। युद्धाभ्यास की फुलड्रेस रिहर्सल 24 फरवरी को और मुख्य इवेंट 26 फरवरी को होगा। मुख्य समारोह में तीनों सेना की सुप्रीम कमांडर व राष्ट्रपति द्रौपदी मुर्मू, प्रधानमंत्री नरेंद्र मोदी, रक्षा मंत्री राजनाथ सिंह के आने की संभावना है। पूरे वारगेम का काडिनेशन जोधपुर एयरबेस से होगा, साथ ही हवा में तैरता वार रूम 'अवाक्स' छह घंटे तक पूरे युद्धाभ्यास को लीड करेगा।

दो मोर्चा पर लड़ाई का करेंगे अभ्यास

इस वारगेम में दो मोर्चों पर लड़ाई का अभ्यास हमारी वायुसेना करने जा रही है। इस वारगेम में अटक और बचाव की ट्रेनिंग होगी। ऑपरेशन सिंदूर में पाकिस्तान को घुटनों पर लाने में सबसे अहम भूमिका राफेल में लगी मिसाइलों ने निभाई थी। खास तौर से मिका,



फाइल फोटो

जिसे दागो और भूल जाओ की तर्ज पर तैयार किया गया है। इसके अलावा, राफेल के लिए खास तौर पर डिजाइन की गई मिटिऑर, स्कैल्प मिसाइल का प्रदर्शन किया जा सकता है।

राजस्थान के इन एयरबेस से उड़ेंगे फाइटर जेट: चांधन फील्ड फायरिंग रेंज में 6 घंटे तक विमान अपने 'बाहुबल' का प्रयोग करेंगे। विमान देश के विभिन्न एयरबेस से पश्चिमी क्षेत्र के एयरबेस पहुंचेंगे। इनमें जोधपुर, फलोदी, जैसलमेर, उत्तरलाई, नाल, जैसलमेर, सूरतगढ़, बठिंडा, आगरा, हिंडन व अंबाला शामिल हैं। वारगेम में सुखोई और राफेल के अलावा, मिराज 2000, जगुआर, मिग 29, तेजस जैसे विमान, अपाचे, प्रचंड जैसे अटक हेलिकॉप्टर सहित कई विमान शिरकत करेंगे।

नोएडा इंटरनेशनल एयरपोर्ट के पास बनेगा यीवू-स्टाइल इंटरनेशनल ट्रेड सिटी

ग्रेटर नोएडा, 20 जनवरी (देशबन्धु)। उत्तर प्रदेश के मुख्यमंत्री योगी आदित्यनाथ की दूरदर्शी दृष्टि से प्रेरित होकर, यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण (योडा) ने नोएडा इंटरनेशनल एयरपोर्ट के समीप एक विश्वस्तरीय इंटरनेशनल थोक बाजार विकसित करने को दिशा में तेजी से कदम बढ़ा दिए हैं। यह परियोजना चीन के प्रसिद्ध यीवू इंटरनेशनल ट्रेड सिटी को तर्ज पर तैयार की जा रही है, जो न केवल भारत के विविध उत्पादों का केंद्रीय हब बनेगी, बल्कि पड़ोसी देशों के सामानों को भी एक ही छल के नीचे उपलब्ध कराएगी। इस बाजार के पूरा होने पर यह देश का पहला और सबसे बड़ा अंतरराष्ट्रीय थोक बाजार होगा, जो वैश्विक व्यापार को नई ऊंचाइयों पर ले जाएगा और उत्तर प्रदेश को अंतरराष्ट्रीय व्यापार मानचित्र पर मजबूत पहचान दिलाएगा।

संभावित स्थानों का चयन और तकनीकी मूल्यांकन

योडा ने इस मेगा प्रोजेक्ट के लिए दो प्रमुख स्थानों की पहचान की है- पहला सेक्टर-28 और 29 का क्षेत्र, जबकि दूसरा सेक्टर-30ए, 30बी और 31 का इलाका। दोनों ही लोकेशन यमुना एक्सप्रेस वे के किनारे स्थित हैं, जहां कामर्शियल लैंड यूज के लिए पर्याप्त भूमि उपलब्ध है। इन स्थानों का चयन जीआईएस (ज्योग्राफिक इंफॉर्मेशन सिस्टम) आधारित मैपिंग और सैटेलाइट इमेजरी के माध्यम से किया गया है, जो मिट्टी की गुणवत्ता, जल संसाधन और पर्यावरणीय प्रभाव का आकलन करता है। कंसल्टेंट फर्म ईएंडवाई को फिजिबिलिटी रिपोर्ट, डिटेल्ड प्रोजेक्ट रिपोर्ट और डेवलपमेंट मॉडल तैयार करने का कार्य सौंपा गया है। रिपोर्ट में आईओटी (इंटरनेट



आर्थिक प्रभाव और भविष्य की संभावनाएं

योडा के सीईओ आरके सिंह ने बताया कि कंसल्टेंट की रिपोर्ट के आधार पर लोकेशन, डेवलपमेंट मॉडल और आगे की कार्रवाई तय की जाएगी। यह परियोजना निवेश को आकर्षित करेगी, लाखों रोजगार सृजित करेगी और उत्तर प्रदेश को 'दुनिया का सुपरमार्केट' बनाने की दिशा में महत्वपूर्ण कदम साबित होगी। तकनीकी रूप से, बाजार में 5जी-इनेबलड ब्रॉडबैंड नेटवर्क और बड़े इलेक्ट्रॉनिक डिस्प्ले स्क्रीन्स लगाए जाएंगे, जो रियल-टाइम मार्केट एनालिटिक्स प्रदान करेंगे। पर्यावरणीय दृष्टि से, ग्रीन बिल्डिंग स्टैंडर्ड्स (जैसे एलईईडी सर्टिफिकेशन) को अपनाया जाएगा, जो ऊर्जा खपत को 30 फीसदी कम करेगा। कुल मिलाकर, यह बाजार न केवल व्यापार को सुगम बनाएगा, बल्कि भारत को वैश्विक सप्लाय चेन का प्रमुख खिलाड़ी बनाएगा।



ऑफ थिंग्स) आधारित स्मार्ट इंफ्रास्ट्रक्चर को शामिल किया जाएगा, जिसमें रियल-टाइम ट्रेफिक मॉनिटरिंग और एनबी-एफिशिएंट लाइटिंग सिस्टम जैसे तकनीकी तत्व होंगे। रिपोर्ट के आधार पर यह तय होगा कि बाजार पब्लिक-प्राइवेट पार्टनरशिप (पीपीपी) मॉडल पर विकसित किया जाएगा या योडा द्वारा सीधे संचालित होगा, जिसमें ब्लॉकचेन-आधारित कॉन्ट्रैक्ट मैनेजमेंट को प्राथमिकता दी जाएगी ताकि पारदर्शिता सुनिश्चित हो।

बेहतरीन कनेक्टिविटी और उन्नत लॉजिस्टिक्स सुविधाएं

इस इंटरनेशनल ट्रेड सिटी की सबसे बड़ी

और जीपीएस ट्रैकिंग को एकीकृत किया जाएगा, जिससे सामान की रियल-टाइम लोकेशन ट्रैकिंग संभव होगी। इसके अलावा, सस्टेनेबल लॉजिस्टिक्स के लिए सोलर-पावर्ड चार्जिंग स्टेशन और रेनवाटर हार्वेस्टिंग सिस्टम को शामिल किया जाएगा, जो यीवू मार्केट को 5.5 मिलियन वर्ग मीटर क्षेत्रफल वाली संरचना से प्रेरित है, जहां 75,000 से अधिक बूथ्स में 2 मिलियन से ज्यादा उत्पाद उपलब्ध हैं।

एक ही छत के नीचे विविध उत्पाद और निर्यात सुविधा

यीवू इंटरनेशनल ट्रेड सिटी की तरह, यह बाजार विभिन्न रण्यों और देशों के उत्पादों का एकीकृत केंद्र बनेगा। उदाहरण के लिए, सहारनपुर की लकड़ी की कला, लखनऊ की चिकनकारी, मुरादाबाद के पीतल के सामान या अन्य हस्तशिल्प उत्पाद यहां एक स्थान पर उपलब्ध होंगे। विदेशी खरीदारों को अलग-अलग शहरों में घूमने की जरूरत नहीं पड़ेगी। बाजार को पांच डिस्ट्रिक्ट्स में विभाजित किया जाएगा, प्रत्येक कैटेगरी स्पेसिफिक (जैसे आर्ट्स एंड क्राफ्ट्स, ज्वेलरी, टेक्सटाइल्स आदि), जहां डिजिटल कैटलॉग और वीआर (वर्चुअल रियलिटी) टूल्स के माध्यम से उत्पादों का पूर्वावलोकन किया जा सकेगा। खरीदारों के बाद, एजेंट्स ब्लॉकचेन-आधारित सप्लाय चेन प्लेटफॉर्म का उपयोग करके सामान को कंटेनर में पैक कर सीधे निर्यात करेंगे, जो फ्रॉड-प्रूफ ट्रांजेक्शन सुनिश्चित करेगा। यीवू की तरह, जहां 70 फीसदी उत्पाद एक्सपोर्ट होते हैं और लॉजिस्टिक्स में ई-कॉमर्स इंटीग्रेशन प्रमुख है, यहां भी डिजिटल वेयरहाउसिंग से निर्यात दक्षता 20 फीसदी बढ़ाने का लक्ष्य है।

विशेषता इसकी अत्याधुनिक कनेक्टिविटी और लॉजिस्टिक्स इंफ्रास्ट्रक्चर होगी। नोएडा इंटरनेशनल एयरपोर्ट की निकटता के कारण, खरीदारों को सड़क, रेल और हवाई मार्ग से सीधा संपर्क मिलेगा। यहां मल्टीमोडल ट्रांसपोर्ट हब विकसित किया जा रहा है, जिसमें हाई-स्पीड रेल कनेक्शन और डेडिकेटेड फ्रेट कॉरिडोर शामिल होंगे। तकनीकी रूप से, बाजार में एआई पावर्ड वेयरहाउसिंग सिस्टम लगाए जाएंगे, जो रोबोटिक आर्म्स और ऑटोमेटेड गाइडेड व्हीकल्स (एजीवीएस) का उपयोग करके इन्वेंटरी मैनेजमेंट को सुव्यवस्थित करेंगे। कंटेनर टर्मिनल्स में रॉफिड (रेडियो फ्रीक्वेंसी आइडेंटिफिकेशन) टैगिंग



Corporate Communications Directorate

THE HINDU

CHENNAI

20 JANUARY 2026

Minister hopes PMO will see true value of Hosur airport

The Hindu Bureau
CHENNAI

Industries Minister T.R.B. Rajaa, on Monday, reacted to the Defence Ministry's decision to reject clearance for the proposed Hosur Airport by stating "the hardworking people of the rapidly growing Hosur, Krishnagiri, and Dharmapuri areas deserve better connectivity that matches the scale of the growth, op-

portunity, and contribution that the region is making to the region's economy." *The Hindu* first reported this development a few days ago.

In a statement on social media, Mr. Rajaa hoped the Prime Minister's Office and the Government of India will see the true value of Hosur airport.

"The Government of Tamil Nadu has consistently engaged with all stakehol-

The Minister said that coordinated civil-defence protocols have worked elsewhere and can surely work here as well

ders and submitted detailed technical representations showing that the proposed Hosur airport will not impede HAL or IAF

operations in any substantial way. These submissions clearly demonstrate that airspace availability, ATC zoning, and operational safeguards can co-exist with national security requirements. There is strong precedent for our approach in establishing the airports."

Co-existing airspace
Several civil airports operate successfully within con-

trolled and restricted airspaces across India. "Flexible use of airspace and coordinated civil-defence protocols have worked elsewhere and can surely work here as well if Delhi wants to make it work. Hosur today is one of Tamil Nadu's fastest-growing industrial and employment hubs. It anchors advanced manufacturing, electronics, EVs, aerospace supply chains, and MSMEs,

and attracts a large daily workforce from across the region. I also urge the people of South Bengaluru to support our request since Hosur airport will also curtail a big chunk of their commute time!" he said.

Mr. Rajaa was confident that through continued dialogue, technical clarity, and cooperation, a workable solution can be arrived at and that Tamil Nadu will persist.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

20 JANUARY 2026

IGI runway to shut for upgrade

RAJESH KUMAR ■ New Delhi

With Delhi's Indira Gandhi International (IGI) airport rated as one of the busiest airports in the world, plans are afoot to upgrade its 11R/29L, known as the third runway, to position itself as one of the top three international airports. The runway will be closed from February 16, for at least four months for infrastructure modernisation.

The infrastructure upgrade includes resurfacing of the runway, construction of a new Rapid Exit Taxiway, laying of Dense Bituminous Macadam and Bituminous Concrete, removal and reinstallation of around 2,000 Airfield Ground Lighting (AGL) fixtures, basic strip works across 500,000 sqm, construction of a new Rapid Exit Taxiway (RET Z1) to enhance efficiency and reduce runway occupancy time, runway End Safety Area (RESA) drain widening and associated civil works, replacement of windsock cabling and electrical systems and markings of new pavement. An additional major component of the project involves the readiness and installation of a new Instrument Landing System (ILS), followed by calibration, validation, and eventual operationalisation in compliance with the AIRAC cycle. According to DIAL, which operates the IGI airport, the rehabilitation work is scheduled to commence from February 16, 2026, following requisite regulatory approvals. It is expected to be recommissioned in early July, subject to Directorate General of Civil Aviation (DGCA) approval.

However, some industry veterans have raised concerns about the timing and whether the planning will prove adequate as this comes at a time when the summer rush will be on the peak.

CONTINUED ON ►► P4

IGI runway to shut for upgrade

Passengers may face flight delays and schedule changes, especially as fog conditions usually affect operations till mid-February, while the April-June period marks the peak summer travel season. While the February-June window comes during the tail end of Delhi's fog season, when low-visibility conditions can already strain operations, it also overlaps with the peak summer travel season. Last year, two separate runway closure attempts exposed critical coordination gaps in India's aviation ecosystem. At the time, repairs were abandoned before authorities adopted more rigorous stakeholder consultation processes - including the need for the regulator to step in. During the April 2025 closure of runway 28/10, the airport handled approximately 200 fewer flights daily - dropping from over 1,200 flights to around 1,000. When work resumed in June 2025 with proper planning, Delhi International Airport Ltd (DIAL) cancelled 114 flights daily and rescheduled another 86 to non-peak hours. The runway-commissioned in 2008 and in continuous service for 17 years-will undergo essential strengthening and upgrade works aimed at enhancing safety, operational resilience, and capacity for future growth. For reference, the RWY has undergone regular maintenance since 2008, including minor rehabilitation in 2017. However, increased traffic, operational intensity, and natural ageing make comprehensive rehabilitation essential at this stage.

"DIAL, in coordination with the Airports Authority of India (AAI) and other stakeholders, convened multiple high-level consultations to assess and mitigate the impact of closure. Following this, it has been decided that the airport's scheduled movement capacity will be maintained at 1,514 movements per day. Also, airlines and Air Traffic Control (ATC) have been fully briefed, and operational plans are in place to ensure smooth continuity of services," it said.

The rehabilitation of Runway 11R/29L is a crucial infrastructure project to ensure long-term operational safety, efficiency, and compliance with global aviation standards. We are committed to delivering the project on time, with minimal disruption to airport operations, and with full coordination with AAI, DGCA, airlines, and all stakeholders. The project reflects DIAL's commitment to continuous improvement, operational excellence, and preparing IGI Airport to handle future aviation growth responsibly," CEO-DIAL Videh Kumar Jaipuria said.

An additional major component of the project involves the readiness and installation of a new Instrument Landing System (ILS), followed by calibration, validation, and eventual operationalisation in compliance with the AIRAC cycle.

The AGL refers to the comprehensive system of lights installed on an airport runway to provide pilots with crucial visual guidance for safe takeoff, landing, and ground movement, especially in low visibility, defining the runway's edges, centerline, threshold, and touchdown zone with specific colours and intensities as per international standards, ensuring safe operations day and night.

To improve airside efficiency, a new Rapid Exit Taxiway (Z1) will be constructed, connecting Runway 11R/29L to the existing Zulu taxiway. This new RET will support faster aircraft exits and optimise runway occupancy time (ROT), particularly during peak operational hours.

3 flyers land at KIA with 35 wild animals

TIMES NEWS NETWORK

Bengaluru: Customs officers at Kempegowda International Airport's Terminal 2 intercepted a consignment from Bangkok on Jan 17 and seized 35 wild animals — many of them exotic and protected species — illegally brought into India without valid permits, in violation of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (Cites) and the Wildlife Protection Act (WPA), 1972.

BANGKOK TO BENGALURU

The seizure followed the interception of three passengers — Aryan Gite, 21, Al-sana Shaikh, 26 and Zareen Shaikh, 46 — all residents of Thane district, Maharashtra. The animals were found concealed in their baggage during inspection.

Officials said the consignment included squirrel monkeys, green/yellow and albino iguanas, blue iguanas, Abert's squirrels, Patagonian hares and albino sugar gliders. Several of the animals were already dead at the time of seizure, pointing to poor transport conditions and possible cruelty.

Customs authorities noted that squirrel monkeys and iguanas are listed in Cites Appendix II, which requires permits for export and import, while blue iguanas have the highest level



SMUGGLED IN: Two of the exotic animals seized at KIA

of international protection. Some species are also covered under Schedule IV of WPA, making their unauthorised import a punishable offence.

The three accused were detained and booked under relevant provisions of the Customs Act and WPA. An investigation has been launched to trace the source of the animals and establish whether an organised wildlife trafficking network is involved. The accused were later granted bail.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

20 JANUARY 2026

Fog disrupts flight ops at Vij airport

Vijayawada: Air travel witnessed delays and disruptions for the second consecutive day at the Vijayawada international airport, as dense fog disrupted multiple flights and led to the cancellation of an IndiGo flight bound for Visakhapatnam on Monday.

According to airport authorities, flight numbers 6E 7084 Chennai-Vijayawada, 6E 7201 Hyderabad-Vijayawada, AI 2571 New Delhi-Vijayawada, and IX 2875 Bengaluru-Vijayawada were delayed by around two hours due to poor visibility caused by fog on Monday.

IndiGo aircraft from Chennai and Hyderabad, both scheduled to arrive at 7.10am, arrived at 11.20am and 10.52 am, respectively. Meanwhile, IndiGo cancelled the Visakhapatnam-bound flight 6E 7128 owing to poor visibility at the Vijayawada airport. **TNN**



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

21 JANUARY 2026

Two MNCs litigate over outlets at Noida airport

Dhananjay Mahapatra
@timesofindia.com

New Delhi: Even before Noida International Airport commences operation, two MNCs - Panama-headquartered UETA Inc and Singapore-based Heinemann Asia Pacific - have locked horns over allotment of duty-free and retail outlets at the soon to be operationalised airport.

UETA on Tuesday challenged before the apex court a decision of the Delhi HC rejecting its tender process for setting up outlets at the airport. It challenged the award of licence to the consortium of Heinemann-BWC Forwarders.

Appearing for UETA, senior advocate Mukul Rohatgi said the HC erroneously rejected its petition saying no cause of action has arisen in Delhi and hence Delhi HC had no jurisdiction to adjudicate the dispute. He said NIAL's corporate office was in Delhi which gave jurisdiction to the HC.

NIAL and Heinemann through their counsel said that the airport is in Uttar Pradesh and that the corporate office of NIAL has since shifted from Delhi to Noida but a camp office is maintained in Delhi to receive correspondence. The bench of CJJ Surya Kant, and Justices Joydip Bagchi and Vipul M Pandhori said that since the counsel for both parties are in Delhi, it would make no difference if Delhi HC adjudicated this dispute.

NIAL and Heinemann said that would set a precedent for giving jurisdiction to Delhi HC for every dispute relating to NIAL despite it being in UP. The bench clarified that the Delhi HC would adjudicate only this case. SC posted the matter for Jan 27.



Corporate Communications Directorate

THE TRIBUNE

DELHI

21 JANUARY 2026

Airport security set for upgrade with full-body scanners

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, JANUARY 20

Full-body scanners (FBS) — advanced aviation security devices that can detect concealed threats on or under a person's clothing — are on the brink of formal approval from the Bureau of Civil Aviation Security (BCAS), top CISF officials told *The Tribune*, setting the stage for broader deployment at airports nationwide.

A full-body scanner is a security screening device used at airports to detect objects on or inside a person's body without physical contact or removal of clothing. These systems use millimetre-wave technology, which sends low-energy radio waves through clothing; the waves reflect off the body and any concealed items, allowing the system to generate an image or flag anomalies. Unlike traditional metal detectors, full-body scanners can detect non-metallic threats such as plastic explosives, narcotics and other concealed items that might otherwise evade detection.

"We have installed FBS at multiple major airports...If you see at the Delhi airport, there is a separate queue for FBS. We started FBS trials last year at the Bengaluru airport

INDIGO TO OPERATE UNDER FDTL NORMS

IndiGo has informed the Directorate General of Civil Aviation that it is prepared to operate fully under the revised Flight Duty Time Limitation (FDTL) norms from February 10, after implementing a 10 per cent reduction in its winter schedule and building a surplus of pilots beyond regulatory requirements.

and it worked out very well. Similar apparatus were installed at Goa Airport, Cochin Airport and Chennai Airport. We have started expanding it," a senior CISF official said.

Officials highlighted multiple operational benefits. "FBS has its own advantages as we have seen some people often object to physical frisking. Another advantage is that it is helpful to identify non-metallic threats," the officer added.

Another senior CISF official said the results of the trials conducted at multiple airports have been submitted to the BCAS. "We recently had a level-2 meeting with BCAS officers where we insisted they start the system as soon as possible. We were assured that the BCAS will soon give its final nod," the officer said.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

21 JANUARY 2026

■ Says closely monitoring airlines operations **Have sufficient pilots: IndiGo assures DGCA**

AGE CORRESPONDENT
NEW DELHI, JAN. 20

Amid apprehensions of reduction in flights due to the new crew timing norms that IndiGo is bound to implement from February 10, when the exemption given to it lapses, the airline has assured the Director General of Civil Aviation (DGCA) of sufficient pilot availability for stable operations. The DGCA on Tuesday said it is closely monitoring IndiGo operations.

The DGCA said that during the review meeting on January 19, IndiGo reported adequate pilot availability against projected operational requirements after February 10. It assured operational stability and no flight cancellations after February 10, based on the current approved network, crew strength, and the removal of the two FDTL exemptions approved on December 6, 2025.

"The sustained regulatory oversight and correc-

▶ **THE DGCA said that during the review meeting on January 19, IndiGo reported adequate pilot availability against projected operational requirements after February 10**

tive measures undertaken by IndiGo have resulted in stabilisation of operations and improvement in service reliability. The DGCA continues to closely monitor the airline's operations, with particular emphasis on roster integrity, crew availability, buffer adequacy, system robustness, and adherence to FDTL requirements," DGCA said.

The DGCA had on Saturday slapped a hefty penalty of ₹22.20 crore on IndiGo for massive flight disruptions that caused immense inconvenience to passengers in December, adding it was closely monitoring the airline's operations with "particular emphasis on roster integrity, crew availability, buffer ade-

quacy, system robustness, and adherence to FDTL requirements." In the wake of the massive disruptions, DGCA had curtailed the airline's winter schedule by 10 per cent until February 10. Between December 3 and 5, the DGCA said, 2,507 flights were cancelled, and 1,852 flights were delayed, impacting over 3 lakh passengers at airports across the country.

On Tuesday, citing the airline's submissions, the DGCA said there are 2,400 Pilots in Command (PICs) as against the requirement for 2,280, and the number of First Officers is 2,240 compared to the requirement for 2,050.

During the meeting, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, above crew strength, and the removal of the two FDTL (Flight Duty Time Limitations) exemptions approved on December 6, 2025, the watchdog said in a statement.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

20 JANUARY 2026

SC flags exorbitant rise in airfare during festivals

NEW DELHI, Jan 19: The Supreme Court on Monday said that it would interfere with the “unpredictable fluctuations” in airfares and flagged the exorbitant rise during festivals.

A bench of Justices Vikram Nath and Sandeep Mehta termed the exorbitant rise of airfares by airlines as “exploitation” and asked the Centre and the Directorate General of Civil Aviation (DGCA) to file their replies to a PIL seeking binding regulatory guidelines to control the unpredictable fluctuations in airfare and

ancillary charges imposed by private airlines in India.

“We will definitely interfere. Just see the exploitation of passengers done during the Kumbh and other festivals. Just look at the fares to Prayagraj and Jodhpur from Delhi,” the bench told Additional Solicitor General Anil Kaushik appearing for the Centre.

Justice Mehta, in a lighter vein, told Solicitor General Tushar Mehta, who was in the courtroom, that maybe airfares for Ahmedabad may not have increased but they have shot up for other destinations

like Jodhpur.

The top court listed the matter for further hearing on February 23 after Kaushik sought time to file a reply on behalf of the Centre.

On November 17, last year, the top court sought responses from the Centre and others on a plea by social activist S Laxminarayanan, who has sought to establish a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector.

» SEE PAGE 2

SC flags exorbitant rise ...

(Contd from page 1)

It has issued notices to the Centre, the DGCA and the Airports Economic Regulatory Authority of India seeking their responses on the plea.

The plea claimed that all private airlines have, without any credible justification, reduced the free check-in baggage allowance for economy class passengers from 25 kg to 15 kg, “thereby converting what was earlier part of the ticketed service into a new revenue stream”.

It has said the “new policy of permitting only a single piece for check-in and the absence of any rebate, compensation or benefit to passengers who do not avail themselves of check-in baggage demonstrates the arbitrary and discriminatory nature of the measure”.

It claimed that currently, no authority has the power to review or cap airfares or ancillary fees, allowing airlines to exploit consumers through hidden charges and unpredictable pricing.

The plea said the “unregulated, opaque and exploitative conduct of airlines manifesting in arbitrary fare hikes, unilateral reduction of services, absence of on-ground grievance redressal and unjustified dynamic pricing algorithms directly infringes upon citizens’ funda-

mental rights to equality, freedom of movement and life with dignity”.

It said the absence of regulatory safeguards results in arbitrary fare hikes, especially during festivals or weather disruptions, which disproportionately harm poor and last-minute travellers.

The plea said the wealthier few can plan and book in advance, while economically weaker citizens are forced to buy tickets at the peak of surge pricing.

It said inaction by the State in regulating fare algorithms, cancellation policies, service continuity and grievance mechanisms constitutes a dereliction of its constitutional duty and calls for urgent judicial intervention.

It said there is no rule to stop the airlines from increasing prices based on demand and allowing them such freedom under essential services is unjustifiable.

It also said the right to dignity includes access to essential services such as emergency transport on fair and non-exploitative terms.

“Arbitrary fare hikes during emergencies deny vulnerable citizens this right, especially when they are compelled to choose air travel out of necessity rather than luxury,” the plea said. – PTI



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

21 JANUARY 2026

No flight cancellations after Feb 10, IndiGo tells DGCA

Have sufficient number of pilots to meet operational requirements, says airline

DEEPAK PATEL
New Delhi, 20 January

The country's largest airline, IndiGo, has informed the Directorate General of Civil Aviation (DGCA) that it will not cancel any flights after February 10, when it will start implementing the full set of flight duty time limitation (FDTL) norms, as it now has a sufficient number of pilots on its rolls.

On December 6, the DGCA placed certain FDTL rules in abeyance for IndiGo until February 10 to allow the airline to stabilise its operations following an operational meltdown last December.

IndiGo had cancelled 4,290 flights between December 1 and 9 after it fell short of pilots to implement the new FDTL rules, which introduced more humane working hours for crew and came into effect in November.

On Monday, the DGCA had a meeting with IndiGo, wherein the latter stated that it has an "adequate" number of pilots to meet its projected operational requirements. The airline

reported that it will need 2,280 captains by February 10 and has 2,400 available, while it would require 2,050 first officers and has 2,240 on its rolls.

"During the meeting with DGCA on Monday, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, above (sufficient) crew strength, and the removal of the two FDTL exemptions approved on December 6, 2025," the regulator stated on Tuesday.

The DGCA's revised FDTL rules entered their second and final phase in November 2025, bringing into effect seven clauses that had been deferred during the July 2025 rollout. Phase-II tightened limits on how long pilots can fly or be on duty during the early-morning "window of circadian low" (roughly 2 am-6 am), when fatigue risk is highest.

For example, under the new FDTL rules, "night duty" is defined as any duty overlapping 12 am-6am in the pilot's local time.

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EDIT: P9 ▶
Suboptimal response

No flight cancellations after Feb 10: IndiGo to DGCA

During such periods, flight time is capped at 8 hours, total duty time at 10 hours (including pre- and post-flight tasks), and pilots are generally allowed no more than two landings.

The regulator mentioned on Tuesday: "The sustained regulatory oversight and corrective measures undertaken by IndiGo have resulted in stabilisation of operations and improvement in service reliability. The DGCA continues to closely monitor the airline's operations, with particular emphasis on duty roster integrity, crew availability, buffer adequacy, system robustness, and adherence to FDTL requirements."

The DGCA added that IndiGo faced major operational disruptions in early December due to mismanagement of crew, inadequate oper-

ational buffers, and shortcomings in systems, management, and operational control, which affected the implementation of the revised FDTL.

To stabilise operations, the Ministry of Civil Aviation, in coordination with the DGCA, allowed temporary operational exceptions and deployed inspectors and passenger facilitation teams at IndiGo's Operations Control Centre and key airports from December 6 to 30.

During this period, IndiGo was required to submit daily, weekly and fortnightly reports covering flight cancellations, crew availability, standby utilisation, pilot strength, training and hiring plans, fleet availability, and a corrective action plan to ensure operational stability and compliance with the revised FDTL norms.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

21 JANUARY 2026

Suboptimal response

Regulator must ensure disruption is not repeated

The penalty of ₹22.20 crore slapped on IndiGo, along with a warning to its top executives, some 20 days after a panel set up by the Directorate General of Civil Aviation (DGCA) submitted its probe report, is a suboptimal response to address the large-scale flight disruption caused by the airline in December. The regulator must take greater responsibility for the chaotic situation witnessed across Indian airports last month. Rather than just imposing a penalty, which is being termed "very very meagre" by the Federation of Indian Pilots, the DGCA should have ensured smooth flight operations without any delay and investigated thoroughly the real cause of the disruption. Oddly, the detailed findings of the probe committee have not been made public even weeks after the submission of the report. Tens of thousands of passengers who were affected because of the flight cancellations deserve to know the cause of the disruption. The disclosure of the report will send a message to the aviation industry, the regulator, and the government on how such a situation can be avoided in future.

According to the DGCA, overoptimising operations, inadequate regulatory preparedness, and deficiencies in system-software support were among the primary reasons for the disruption. There have been no elaborate explanations. Although IndiGo has now told the regulator that it will not cancel any flights after February 10 — the revised date set for implementing the full set of "flight duty time limitation" (FDTL) norms — it is for the DGCA to make the transition to the new regime foolproof. Safety of passengers and quality of service are of paramount significance and nothing should be left to chance. During the peak disruption period in early December, the number of flights cancelled stood at 2,507 and those delayed at 1,852, impacting more than 300,000 passengers across the country. The DGCA penalty, however, has been calculated for non-compliance with norms from December 5, 2025, to February 10, 2026. The fine amount per day has come to a little more than ₹30 lakh.

While both IndiGo and the regulator are under scrutiny for the chaotic aviation scene in the country, questions are also being raised about the end use of the penalty money. Examples are being cited on how the United States Department of Transport had distributed the penalty imposed on an American airline for violating consumer-protection laws a few years ago, to the passengers who were impacted because of the disruption. The DGCA can follow that example. The government had promised strict action soon after the flight disruption and large-scale passenger complaints. As for action, only the senior vice-president for operations control centre has been removed so far, besides the DGCA's penalty of ₹22.20 crore on IndiGo and warnings to Chief Executive Officer Pieter Elbers as well as Chief Operating Officer Isidre Porqueras.

Even as the DGCA action has fallen short of expectations, the wait is on for the investigation report of the Competition Commission of India (CCI) on the matter. The CCI probe should clarify whether IndiGo, with a dominating market share in the aviation space, breached the competition principles. The regulator allowed an exemption to IndiGo from FDTL rules till February 10 following the chaos across airports. The CCI probe should ascertain if IndiGo's claims of pilot shortage, leading to roster mismanagement, were genuine.

10 फरवरी के बाद रद्द नहीं होगी उड़ान: इंडिगो

दीपक पटेल

नई दिल्ली, 20 जनवरी

इंडिगो ने नागर विमानन महानिदेशालय (डीजीसीए) को सूचित किया है कि वह 10 फरवरी के बाद कोई भी उड़ान रद्द नहीं करेगी। कंपनी ने कहा कि उसके पास पर्याप्त संख्या में पायलट हैं और वह उड़ान ड्यूटी समयसीमा (एफडीटीएल) को पूरी तरह से लागू करने के लिए तैयार है।

डीजीसीए ने 6 दिसंबर को इंडिगो के लिए कुछ एफडीटीएल नियमों को 10 फरवरी तक के लिए स्थगित कर दिया था ताकि विमान कंपनी को अपना संचालन स्थिर करने में मदद मिल सके। एफडीटीएल नियमों के कारण दिसंबर की शुरुआत में इंडिगो को भारी चुनौतियों का सामना करना पड़ा था और कई उड़ानें रद्द करनी पड़ी थी।

इंडिगो ने 1 से 9 दिसंबर के बीच 4,290 उड़ानें रद्द की थीं क्योंकि उसके पास नए एफडीटीएल नियमों को लागू करने के लिए पर्याप्त संख्या में पायलट नहीं थे। एफडीटीएल नियम नवंबर में लागू हुए थे।

बीते सोमवार को डीजीसीए की इंडिगो के साथ बैठक हुई थी जिसमें विमानन कंपनी ने कहा कि उसके पास अपनी अनुमानित परिचालन आवश्यकताओं को पूरा करने के लिए पर्याप्त संख्या में पायलट हैं। इंडिगो ने बताया कि उसे 10 फरवरी तक 2,280 कैप्टन की आवश्यकता होगी और उसके पास 2,400 उपलब्ध हैं। इसी तरह उसे 2,050 फर्स्ट कैप्टन की आवश्यकता होगी जबकि उसके पास 2,240 उपलब्ध हैं।

विमानन नियामक डीजीसीए ने आज कहा,



संकट का समाधान

■ इंडिगो ने डीजीसीए को बताया कि उसके पास पर्याप्त संख्या में पायलट हैं

■ एफडीटीएल नियमों को लागू करने की वजह से दिसंबर में इंडिगो का संचालन चरमरा गया था

■ कंपनी को बड़ी संख्या में उड़ानें रद्द करनी पड़ी थी

‘नियामक के साथ बैठक के दौरान इंडिगो ने 10 फरवरी, 2026 के बाद परिचालन में स्थिरता आने और कोई उड़ान रद्द नहीं करने का आश्वासन दिया है।’

डीजीसीए के संशोधित एफडीटीएल नियम का

दूसरा और अंतिम चरण नवंबर 2025 में लागू किया गया था जिससे वे सात खंड भी प्रभावी हो गए जिन्हें जुलाई 2025 में स्थगित कर दिया गया था। दूसरे चरण में पायलटों के उड़ान घंटों के नियम सख्त कर दिए। इस बात पर सख्त सीमा लगाई गई कि पायलट सुबह-सुबह (लगभग 2 बजे से 6 बजे) के दौरान कितनी देर तक उड़ सकते हैं या ड्यूटी पर रह सकते हैं, जब थकान का खतरा सबसे ज्यादा होता है।

नए एफडीटीएल नियमों के तहत रात की पाली यानी नाइट ड्यूटी को पायलट के स्थानीय समयानुसार रात 12 से सुबह 6 बजे के किसी भी ड्यूटी के रूप में परिभाषित किया गया है। ऐसी अवधि के दौरान, उड़ान का समय 8 घंटे, कुल ड्यूटी समय 10 घंटे (उड़ान से पहले और बाद के कार्यों सहित) तक सीमित है और पायलटों को आम तौर पर दो से अधिक लैंडिंग की अनुमति नहीं होगी।

नियामक ने कहा, ‘इंडिगो द्वारा किए गए निरंतर नियामक निरीक्षण और सुधारात्मक उपायों से सेवा विश्वसनीयता में सुधार हुआ है। डीजीसीए विमानन कंपनी के संचालन की बारीकी से निगरानी कर रही है जिसमें ड्यूटी रोस्टर का पालन, चालक दल की उपलब्धता, सिस्टम को दुरुस्त करना और एफडीटीएल आवश्यकताओं का पालन शामिल है।’

डीजीसीए ने कहा कि इंडिगो को चालक दल के कुप्रबंधन, अपर्याप्त परिचालन बफर और सिस्टम, प्रबंधन और परिचालन नियंत्रण में कमियों के कारण दिसंबर की शुरुआत में बड़ी परिचालन संबंधी बाधाओं का सामना करना पड़ा था।

बिज़नेस स्टैंडर्ड

वर्ष 18 अंक 288

अपर्याप्त कार्रवाई

नागर विमानन महानिदेशालय (डीजीसीए) द्वारा गठित समिति के जांच रिपोर्ट सौंपने के करीब 20 दिन बाद इंडिगो पर 22.20 करोड़ रुपये का जुर्माना लगाया गया है। दिसंबर में विमानन कंपनी द्वारा बड़े पैमाने पर उड़ानों को रद्द करने के मामले में यह कार्रवाई अपर्याप्त नजर आती है। नियामक को भारतीय हवाई अड्डों पर गत माह फैली अव्यवस्थाओं की ज्यादा जिम्मेदारी लेनी चाहिए। केवल जुर्माना लगाने के बजाय (फेडरेशन ऑफ इंडियन पायलट्स ने इसे बहुत कम बताया है) डीजीसीए को बिना किसी देरी के सुचारु ढंग से उड़ान संचालन सुनिश्चित करना चाहिए था और व्यवधान के कारणों की व्यापक जांच करनी चाहिए थी। आश्चर्यजनक रूप से, जांच समिति के विस्तृत निष्कर्ष रिपोर्ट जमा होने के हफ्तों बाद भी सार्वजनिक नहीं किए गए हैं। हजारों यात्री, जो उड़ान रद्द होने से प्रभावित हुए, वे व्यवधान के कारण को जानने के हकदार हैं। रिपोर्ट का खुलासा विमानन उद्योग, नियामक और सरकार को यह संदेश भी देगा कि भविष्य में ऐसी स्थिति को कैसे रोका जा सकता है।

डीजीसीए के मुताबिक संचालन के अत्यधिक इस्तेमाल, अपर्याप्त नियामक तैयारी और सिस्टम सॉफ्टवेयर सपोर्ट में कमियां व्यवधानों के प्रमुख कारणों में शामिल थीं। इस पर कोई विस्तृत स्पष्टीकरण नहीं दिया गया है। हालांकि इंडिगो ने अब नियामक को बताया है कि वह 10 फरवरी के बाद कोई उड़ान रद्द नहीं करेगी, जो कि उड़ान सेवा समयसीमा (एफडीटीएल) मानकों के पूरे सेट को लागू करने की संशोधित तिथि है। डीजीसीए की जिम्मेदारी है कि नए ढांचे में बदलाव को पूरी तरह त्रुटिरहित बनाया जाए। यात्रियों की सुरक्षा और सेवा की गुणवत्ता सर्वोपरि है और इसे संयोग पर नहीं छोड़ा जाना चाहिए। दिसंबर की शुरुआत में जब व्यवधान चरम पर था, रद्द की गई उड़ानों की संख्या 2,507 और विलंबित उड़ानों की संख्या 1,852 रही, जिससे देशभर में तीन लाख से अधिक यात्री प्रभावित हुए। हालांकि डीजीसीए का जुर्माना 5 दिसंबर, 2025 से 10 फरवरी, 2026 तक मानकों के अनुपालन न करने के लिए लगाया गया है। इस अवधि के दौरान जुर्माने की राशि लगभग 30 लाख रुपये रोजाना तय की गई है।

देश में विमानन क्षेत्र में हुई अव्यवस्था को लेकर इंडिगो और नियामक दोनों ही जांच के दायरे में हैं। वहीं जुर्माने की राशि के अंतिम उपयोग पर भी सवाल उठाए जा रहे हैं। उदाहरण दिए जा रहे हैं कि अमेरिकी परिवहन विभाग ने कुछ वर्ष पहले उपभोक्ता संरक्षण कानूनों के उल्लंघन पर एक अमेरिकी एयरलाइन पर लगाए गए जुर्माने को उन यात्रियों में बांटा था जो व्यवधान से प्रभावित हुए थे। डीजीसीए भी वैसा कर सकता है। सरकार ने उड़ान व्यवधानों और बड़े पैमाने पर यात्री शिकायतों के तुरंत बाद सख्त कार्रवाई का वादा किया था। कार्रवाई के तौर पर अब तक केवल परिचालन नियंत्रण केंद्र के वरिष्ठ उपाध्यक्ष को हटाया गया है। इसके अलावा डीजीसीए ने इंडिगो पर 22.20 करोड़ रुपये का जुर्माना लगाया है और कंपनी के मुख्य कार्याधिकारी पीटर एल्बर्स तथा मुख्य परिचालन अधिकारी इसिद्रे प्रोकेरस को चेतावनी दी है।

यह सही है कि डीजीसीए की कार्रवाई अपेक्षा के अनुरूप नहीं रही है, लेकिन इस मामले पर भारतीय प्रतिस्पर्धा आयोग (सीसीआई) की जांच रिपोर्ट का इंतजार है। सीसीआई को यह स्पष्ट करना चाहिए कि विमानन बाजार में अहम हिस्सेदारी रखने वाली कंपनी इंडिगो ने प्रतिस्पर्धा के सिद्धांतों का उल्लंघन किया या नहीं। नियामक ने हवाई अड्डों पर फैली अव्यवस्था के बाद इंडिगो को एफडीटीएल नियमों से 10 फरवरी तक छूट दी थी। सीसीआई की जांच को यह सुनिश्चित करना चाहिए कि इंडिगो का पायलटों की कमी का दावा, जिसके कारण रोस्टर कुप्रबंधन हुआ, वास्तव में सही था या नहीं।



Corporate Communications Directorate

DESHBANDHU

DELHI

21 JANUARY 2026

विंग्स इंडिया में एयरबस तलाशेगी संभावित पदों के लिए उम्मीदवार

नई दिल्ली, 20 जनवरी (एजेंसियां)। फ्रांस की विमान बनाने वाली कंपनी एयरबस विंग्स इंडिया 2026 में अपने विमानों और हेलीकॉप्टरों का प्रदर्शन करने के साथ संभावित तकनीकी पदों के लिए उम्मीदवारों की तलाश भी करेगी।

कंपनी ने मंगलवार को एक प्रेस विज्ञप्ति में बताया कि वह 28 से 31 जनवरी 2026 तक हैदराबाद के बेगमपेट हवाई अड्डे पर आयोजित देश के प्रमुख एयरशो में एक इमर्सिव हेलीकॉप्टर सिम्युलेटर और अपनी एयरोस्पेस सेवाओं का पूरा पोर्टफोलियो प्रस्तुत करेगी। कंपनी ने बताया कि आम लोगों के लिए खुले दिन पर कंपनी अपने स्टैंड पर 'मीट-एंड-ग्रीट' का आयोजन करेगी। इसमें कंपनी के वरिष्ठ अधिकारी डिजिटल और इंजीनियरिंग क्षेत्रों में संभावित पदों के लिए उम्मीदवारों से मुलाकात करेंगे। कंपनी विशेष रूप से बिग डेटा, आईओटी, एवियोनिक्स सॉफ्टवेयर और एयरफ्रेम इंजीनियरिंग जैसे क्षेत्रों में कुशल कर्मचारियों की तलाश करेगी। विंग्स इंडिया में आगंतुक एयरबस के बेड़े के प्रमुख विमानों को नजदीक से देख सकेंगे, जिनमें ए321निओ भी शामिल है जो दुनिया का सबसे अधिक बिकने वाला बड़ा

■ देश के प्रमुख एयरशो में एक इमर्सिव हेलीकॉप्टर सिम्युलेटर और अपनी एयरोस्पेस सेवाओं का पूरा पोर्टफोलियो प्रस्तुत करेगी

सिंगल-आइल वाला विमान है। इसके अलावा ए220 और एच160 हेलीकॉप्टर भी प्रदर्शित किया जायेगा, जो भारत में हेलीकॉप्टर विमानन को नये सिरे से परिभाषित कर रहा है। एच125 हेलीकॉप्टर भी प्रदर्शनी में शामिल होगा जो दुनिया का सबसे पसंदीदा सिंगल-इंजन और मल्टी-मिशन वर्कहॉर्स है और जिसे अब कर्नाटक के वेमागल में ही असेंबल किया जायेगा। हॉल-ए के स्टैंड 11 पर एयरबस ट्विन-इंजन वाला एच145 हेलीकॉप्टर और सिंगल-आइल विमान ए321 एक्सएलआर को स्केल मॉडल्स के माध्यम से प्रदर्शित करेगा। इसी स्टैंड पर एच125 का वर्चुअल रियलिटी सिम्युलेटर होगा जिसका इस्तेमाल पायलट प्रशिक्षण के लिए किया जाता है। एयरबस लाइफसाइकल सेवाओं का एक संपूर्ण सेट भी प्रदर्शित करेगा, जिसे विमान संचालन को सरल बनाने और बेड़े के प्रदर्शन को सर्वोच्च स्तर पर बनाये रखने के लिए डिजाइन किया गया है।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

19 JANUARY 2026

IndiGo action: Too little, too late

Aviation regulator Directorate General of Civil Aviation's (DGCA) decision to impose financial penalties of over Rs 22 crore on InterGlobe Aviation, the operator of IndiGo, for the massive disruption in December, is a classic case of regulatory action that is too little and too late. The airline's operational collapse — over 2,500 flight cancellations and nearly 1,850 delays — stranded and distressed lakhs of passengers, disrupted business schedules, cancelled marriages and projected an image of systemic dysfunction in the aviation sector.

According to the inquiry committee, the primary causes for the disruption were over-optimisation of operations and inadequate preparedness, along with deficiencies in system software support for the revised Flight Duty Time Limitation (FDTL) provisions, and shortcomings in IndiGo's operational control. In a capital-intensive, price-elastic sector such as aviation, where several airlines have gone bankrupt, is operational optimisation inherently a flaw — or a commercial necessity? Did the civil aviation ministry inquire with airlines about their preparedness before implementing revised FDTL norms? More importantly, why did the regulator fail to detect systemic weaknesses in operational control?

When a single privately run airline, whose management's primary goal is to make a profit for its shareholders, controls about 65 per cent of domestic air traffic, its failure ceases to be a private corporate lapse and becomes a national vulnerability. But officials allowed such concentration to persist without implementing robust stress-testing of systems.

Regulators are not meant to be reactive agencies that take action after damage has been done. The regulators must think like chess players, anticipating the second- and third-order consequences of every policy change and every step taken by the dominant player. But the aviation regulator was sleeping on the job.

Closing the December crisis with a financial penalty alone would be a regulatory failure. The logical conclusion to this crisis is long-term reform of oversight, of market concentration norms and regulatory practices.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

20 JANUARY 2026

IndiGo's lapses called for deterrent penalty

The penalty of Rs 22.2 crore imposed by the Directorate General of Civil Aviation (DGCA) on InterGlobe Aviation, the operator of IndiGo, for the large-scale flight disruptions in December, is inadequate and way less than proportionate. The cancellations and delays caused not just inconvenience, but trauma and large-scale financial losses to lakhs of passengers. It was reported that over 2,500 flights were cancelled and about 1,800 were delayed. These disruptions affected personal and professional schedules and caused huge losses by way of missed appointments or opportunities, and spending on alternative flights and arrangements. They caused not just a loss of image to the airline, but affected the reputation of the country's aviation sector - Rs 22 crore is too small a price for that.

The action was initiated based on the findings of an inquiry ordered by the government and conducted by a committee appointed by the DGCA. Over-optimisation of operations, deficiencies in planning software and management protocols, and inadequate regulatory preparedness were the major causes of the disruption, the committee reported. It has been noted that the airline failed to maintain operational buffers and did not implement the revised Flight Duty Time Limitations (FDTL) norms. These are serious lapses resulting from a policy the airline had consciously pursued. This approach may also have been a result of the airline's dominance in the sector and the influence it wields. Such deliberate flouting of norms and casual attitude to passengers' convenience deserved a higher penalty than a rap on the knuckles.

IndiGo's top leadership, including the Chief Executive Officer (CEO) Pieter Elbers, has only been issued notes of caution for inadequate oversight and crisis management. The DGCA did not consider any of them deserving of substantial penal actions. Only one senior official was removed from his position. The penalty amount is a pittance, considering that the airline earned a profit of Rs 7,253 crore in 2024-25. Penalties in such cases are, as a norm, framed to hurt the erring entity, especially when the lapses are the result of a deliberate policy. They are also finalised by considering the impact of the lapses. The penalties imposed by the DGCA cannot be considered to have any deterrent effect. The airline's thinking that it could get away with its actions has only been validated with this lenient response. The committee's report mentioned "inadequate regulatory preparedness" as a reason for the crisis. The DGCA is responsible for it, and it is not known if anyone has been held accountable for this failure.

A grossly inadequate fine ignores the impact of disruptions and reflects regulatory weakness



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

21 JANUARY 2026

विमान यात्रा में मिली टूटी सीट, खराब खाना व गंदा शौचालय, लगाया 1.5 लाख जुर्माना

जागरण संवाददाता, नई दिल्ली: लंबी अंतरराष्ट्रीय उड़ान में गंदे शौचालय से लेकर खराब खाने की कमी के खिलाफ एक पिता-पुत्री की याचिका पर नई दिल्ली के जिला उपभोक्ता विवाद निवारण आयोग ने एअर इंडिया पर 1.5 लाख का जुर्माना लगाया और यह राशि आवेदनकर्ता को मुआवजे रूप में देने का निर्देश दिया। अध्यक्ष पूनम चौधरी और सदस्य शेखर चंद्र की पीठ ने कहा कि शिकायतकर्ता मानसिक परेशानी और उत्पाड़न के लिए मुआवजे के हकदार हैं, क्योंकि उन्हें वे सुविधाएं नहीं दी गईं जिनके लिए मोटी रकम वसूली गई थी।

शैलेंद्र भटनागर ने शिकायत दायर कर कहा कि सितंबर 2023 में उन्होंने बेटी के साथ मेक माई ट्रिप से बुक किए गए इकोनोमी क्लास टिकट पर एअर इंडिया की दिल्ली-न्यूयार्क-दिल्ली फ्लाइट में

- उपभोक्ता आयोग ने पिता-पुत्री की याचिका पर सेवा में कमी के लिए एअर इंडिया पर लगाया जुर्माना
- एयरलाइन ने रकम वापसी के अनुरोध को यह कहकर खारिज कर दिया था कि यात्रियों ने यात्रा पूरी की

यात्रा की थी। पिता-पुत्री ने लंबी यात्रा के दौरान टूटी सीटों, एंटरटेनमेंट स्क्रीन के काम न करने, गंदे शौचालय, विमान में दुर्गंध आने, खराब खाना व पेयजल मिलने और केबिन क्रू से कोई समाधान नहीं मिलने की शिकायत की थी। वहीं, एअर इंडिया ने इन आरोपों से इन्कार कर कहा कि उड़ान से पहले विमान की रूटीन जांच की गई थी। टिकट की रकम वापस करने के अनुरोध को यह कहते हुए खारिज कर दिया कि यात्रियों

ने यात्रा पूरी कर ली थी।

एयरलाइन ने दावा किया कि शिकायतकर्ता और उसकी बेटी ने बिजनेस क्लास में अपग्रेड करने का अनुरोध किया था और जिसे सीटों की कमी के कारण पूरा नहीं किया जा सका। एअर इंडिया के दावों को टुकराते हुए आयोग ने जोर दिया कि एयरलाइंस की यह जिम्मेदारी है कि वे उन यात्रियों को बुनियादी सुविधाएं दें जिन्होंने यात्रा के लिए पैसे दिए हैं। शिकायतकर्ता ने सीटों की हालत दिखाने वाले फोटोग्राफ पेश किए हैं और एयरलाइन को अपनी शिकायतों के बारे में बताते हुए एक कानूनी नोटिस भी भेजा था। आयोग ने कहा कि एअर इंडिया ने न तो नोटिस का जवाब दिया और न ही सेवाओं की कमी के संबंध में की गई शिकायतों पर कोई संतोषजनक सफाई दी।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

21 JANUARY 2026

इंडिगो ने दिया भरोसा, 10 फरवरी के बाद रद्द नहीं होगी कोई उड़ान

जागरण ब्यूरो, नई दिल्ली

देश की सबसे बड़ी एयरलाइन इंडिगो ने नागरिक उड्डयन महानिदेशालय (डीजीसीए) को आश्वासन दिया है कि 10 फरवरी 2026 के बाद उसकी कोई उड़ान रद्द नहीं होगी। कंपनी ने यह भरोसा इस आधार पर दिया है कि उसके पास जितनी नियमित उड़ानें हैं, उसके हिसाब से पर्याप्त पायलट और क्रू हैं। एयरलाइन ने यह भी कहा है कि जितनी जरूरत है, उससे ज्यादा पायलट उसके पास हैं। इस बारे में डीजीसीए की तरफ से यह जानकारी दी गई है कि 10 फरवरी, 2026 को इंडिगो को कुल 4,330 पायलटों की जरूरत होगी। जबकि उसके पास 4,640 पायलट होंगे। इससे नई फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) नियमों का पूरी तरह पालन सुनिश्चित हो सकेगा और परिचालन में कोई व्यवधान नहीं आएगा।

उड्डयन नियामक ने बताया कि 10 फरवरी के बाद परिचालन स्थिर रहेगा। 10 फरवरी इंडिगो एयरलाइंस के लिए नियामक एजेंसी की तरफ से तय

सोमवार को डीजीसीए के साथ इंडिगो के शीर्ष प्रबंधन की हुई बैठक
इंडिगो ने बताया, जरूरत 4330 पायलटों की, हैं 4640 पायलट



प्रतीकारम्क

डेडलाइन है, जिसके बाद एयरलाइन को पूरी तरह से नए और सख्त फ्लाइट ड्यूटी टाइम लिमिटेशन नियमों का पालन करना होगा। इसके बाद कोई छूट नहीं मिलेगी। एयरलाइन के पास अभी कमांड पायलट (पीआईसी) 2400 हैं, जबकि आवश्यकता 2,280 की है। इसी तरह फर्स्ट ऑफिसर (को-पायलट) 2,240 हैं जबकि जरूरत 2,050 की है। इससे प्रोजेक्टेड

इंडिगो दे रहा महत्वपूर्ण आपरेशनल पैरामीटर्स पर लगातार साप्ताहिक और पाक्षिक रिपोर्ट

डीजीसीए ने कहा है कि उसके निर्देश के अनुसार, इंडिगो महत्वपूर्ण आपरेशनल पैरामीटर्स पर लगातार साप्ताहिक और पाक्षिक रिपोर्ट दे रहा है। कंपनी की तरफ से अभी तक कुल चार साप्ताहिक रिपोर्ट, तीन पाक्षिक रिपोर्ट पेश की गई हैं और डीजीसीए की तरफ से आयोजित होने वाली हर साप्ताहिक बैठक में इंडिगो के प्रतिनिधि उपस्थित होते हैं। नियामक ने स्पष्ट किया कि सार्वजनिक हित में कुछ अस्थायी छूट दी गई, लेकिन सुरक्षा से कोई समझौता नहीं किया गया।

आपरेशनल जरूरतों के मुकाबले पर्याप्त पायलट उपलब्ध हैं।

गौरतलब है कि दिसंबर, 2025 के पहले हफ्ते में भारतीय हवाई सेवा में 62 प्रतिशत हिस्सेदारी रखने वाली इंडिगो की सैकड़ों फ्लाइट रद्द हुई थी या उन्हें काफी क्लिंब से चलाया गया था। सिर्फ तीन से पांच दिसंबर के बीच 2,507 उड़ानें रद्द हुईं और 1,852 उड़ानें क्लिंबित रहीं। इससे देशभर के

हवाई अड्डों पर तीन लाख से अधिक यात्रियों को परेशानी हुई। इस पूरे प्रकरण पर नागरिक विमानन मंत्रालय की तरफ से गठित समिति की रिपोर्ट पर पिछले हफ्ते कार्रवाई की गई है। जांच में पाया गया कि क्रू मैनेजमेंट में गड़बड़ी, अपर्याप्त नियामक तैयारी, सिस्टम साफ्टवेयर की कमियां, प्रबंधन संरचना और आपरेशनल कंट्रोल में खामियां मुख्य कारण थे। डीजीसीए ने इंडिगो पर कुल 22.20 करोड़ रुपये का जुर्माना लगाया है।

बहरहाल, अब नागरिक उड्डयन मंत्रालय और डीजीसीए को यह भरोसा हो रहा है कि इंडिगो ने पिछले महीने की गड़बड़ी के बाद अपनी सेवाओं की गुणवत्ता में सुधार किया है। नियामक ने कहा कि सतत निगरानी और इंडिगो द्वारा उठाए गए सुधारात्मक कदमों से परिचालन स्थिर हो गया है तथा सेवा विश्वसनीयता में सुधार आया है। हालांकि स्थिति पर डीजीसीए की अभी भी नजर बनी हुई है और यह सुनिश्चित किया जा रहा है कि सिस्टम मजबूत रहे और क्रू की उपलब्धता को लेकर कोई समस्या पैदा न हो।

IndiGo Won't Cut Flights After Pilot Rest Waiver is Removed, Says DGCA

Our Bureau

New Delhi: The civil aviation regulator announced on Tuesday that IndiGo has assured operational stability and that there will be no flight cancellations when the waiver on pilot rest rules is lifted on 10 February.

The country's largest airline is now operating some 2,200 flights daily. Last month, it faced a pilot crunch when new rules capping the number of night landings a pilot can do came into effect.

The carrier's poor roster planning forced it to cancel more than 5,000 flights in one week, disrupting travel plans.

To ease the disruption, the DGCA temporarily exempted the airline from the new rules. The move, however, drew criticism from pilot unions and safety advocates.

IndiGo has more than 65% market share in India, and with the crisis coinciding with the peak wedding season, the country's aviation sector was thrown into chaos.

"During the meeting with DGCA on January 19, 2026, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved



network, above crew strength, and the removal of the exemptions approved on December 6, 2025," the DGCA said in a statement.

The regulator said that to maintain the current level of operations, IndiGo requires 2,280 captains. The airline has 2,400 captains and 2,050 first officers, against the required 2,050.

The regulator had also imposed a ₹22.2-crore penalty on IndiGo after conducting a probe into the disruptions caused by poor pilot roster management.

The airline has also been asked to pledge a ₹50-crore bank guarantee to ensure implementation of reforms across four areas—leadership and governance, manpower planning, digital systems and board oversight. The guarantee will be released in phases only after the DGCA verifies compliance at each stage.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

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No flight cancellations after Feb 10: IndiGo to regulator

YARUQHULLAH KHAN
& NITIN KUMAR
New Delhi, January 20

INDIGO HAS ASSURED the Directorate General of Civil Aviation (DGCA) that it now has adequate pilot strength to meet flight duty time limitation (FDTL) norms and maintain operational stability, following a review meeting held on January 19, the aviation regulator said on Tuesday.

The assurance comes after the country's largest airline faced widespread flight disruptions in December, leading to regulatory action and financial penalties. According to the DGCA, IndiGo informed the regulator that it has sufficient pilots in place to operate its approved network without cancellations after February 10, when the current curbs on its winter schedule are set to be lifted.

In a statement, the regula-

ON THE RADAR



■ IndiGo has 2,400 pilots in command against a requirement of 2,280, and 2,240 first officers compared with a requirement of 2,050

■ DGCA says IndiGo remains under regulatory oversight, with particular focus on roster integrity and crew availability

■ The regulator has curtailed IndiGo's winter flight schedule by 10% until February 10 after severe operational stress led to 2,507 flights being cancelled and 1,852 being delayed between December 3 and 5

»INSIDE«

EXPLAINER: WHY THE SKIES ARE RUNNING OUT OF PILOTS PAGE 9

tor said the airline reported having 2,400 pilots in command against a requirement of 2,280, and 2,240 first officers compared with a requirement of 2,050. Based on these numbers, and the airline's

revised operating plan, IndiGo conveyed that it would be able to comply with the revised FDTL norms without disruption.

Continued on Page 10

No cancellations after Feb 10: IndiGo

THE DGCA SAID it remains under sustained regulatory oversight, with particular focus on roster integrity, crew availability, buffer adequacy, system robustness and adherence to flight duty limitations. The review follows penalties of ₹22.20 crore imposed on IndiGo last week for large-scale disruptions in December, when thousands of passengers were affected.

The regulator had curtailed IndiGo's winter schedule by 10% until February 10 after severe operational stress led to widespread cancellations and delays. Between December 3 and 5 alone, 2,507 flights were cancelled and 1,852 flights delayed, impacting more than 300,000 passengers across airports.

In its assessment, the DGCA said the disruptions were caused

by mismanagement of flight crew availability, inadequate regulatory preparedness at the operator level, and gaps in system software support and operational control. It noted that planning processes failed to identify operational vulnerabilities in time and that buffer margins had been reduced due to an aggressive focus on maximising aircraft and crew utilisation.

"Crew rosters were designed to operate at the limits of permissible duty periods, with increased reliance on dead-heading, tail swaps, extended duty patterns and minimal recovery margins," the regulator said. This, it added, compro-

mised roster integrity and affected the implementation of the revised FDTL norms.

The airline has submitted four weekly and three fortnightly compliance reports

During the January 19 review, IndiGo assured DGCA that operational stability would be maintained after February 10 based on its current network, available crew strength and the withdrawal of two FDTL exemptions that had been granted in December. The airline also committed to avoiding cancellations once normal operations resume.

Following the disruptions, the DGCA had stationed its officers at IndiGo's operations control centre and key airports to monitor day-to-day function-

ing. Between December 6 and 30, flight operations inspectors and passenger facilitation teams were deployed to oversee compliance and stabilise services. Some temporary operational relaxations were permitted in the public interest, DGCA said, without compromising safety.

The regulator said IndiGo has since submitted four weekly and three fortnightly compliance reports and has been participating in regular review meetings, sharing updates on critical operational parameters.

Last week, apart from levying a cumulative fine of ₹22.20 crore on the airline, the DGCA also issued warnings to CEO Pieter Elbers and two other senior executives. It also directed IndiGo to furnish a ₹50-crore bank guarantee to ensure long-term corrective measures are implemented.



Corporate Communications Directorate

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● Why is there a pilot shortage?

CURRENTLY, INDIA HAS around 11,000 pilots, but will need 35,000-40,000 pilots over the next ten years. The pilot shortage stems from rapid fleet expansion outpacing training capacity, stringent regulatory constraints on working hours, and a labour market in which newly qualified pilots struggle to secure employment while senior captains remain scarce. Staffing practices make the gap worse: carriers resist hiring and training sufficient junior pilots to secure an adequate pipeline of future captains.

The Directorate General of Civil Aviation issued 1,622 commercial pilot licences (CPL) in 2023 but only 1,342 in 2024, a 17% decline. This number, while substantial, barely meets the projected demand of over 1,000 pilots per year for the next five years. Recognising the crisis, Air India and Airbus, in September 2025, opened a pilot training centre to train around 5,000 new pilots over the next decade. Indigo has tie-ups with flying schools, and claims to have inducted over 1,000 pilots through eight such partnerships in the last 13 years. Meanwhile, of the pilots graduating from India's 38 flight training academies (FTAs/FTOs), only 70% secure employment upon completing their CPL course.



CREW CRUNCH

Why the skies are running out of pilots

While Indigo has said it will have adequate flight crew to comply with duty norms from Feb 10, pilot recruitment is unable to keep pace with the speed at which airlines are expanding operations. Demand-supply mismatch & deteriorating working conditions have led to a massive pilot shortage, explains *Yaruqhullah Khan*

22,400

PILOTS NEEDED BY FY2030 AGAINST AROUND 11,000 AVAILABLE NOW

INDIAN PILOTS EARN SIGNIFICANTLY LESS THAN THEIR PEERS IN THE US, THE UK, CANADA, DUBAI, SINGAPORE & MANY WEST ASIAN NATIONS, FORCING THEM TO LOOK OVERSEAS FOR BETTER PAY

1,342

COMMERCIAL PILOT LICENCES ISSUED IN 2024

● How the govt can help solve this

THE EXPANSION OF training infrastructure remains slow relative to airline growth expectations. The biggest demand thus is the streamlining of instructor certification. Reducing the time required for CPL holders to become instructors to 4-5 months would unlock additional training capacity without massive capital investment. The government has already begun to address this, transferring the radio telephony proficiency examinations from the Department of Telecommunications to the DGCA, which should accelerate certification processes. The industry has also requested the government to accelerate approvals for training aircraft and prioritise the import of advanced turboprops and aircraft used in pilot training. Furthermore, it has proposed adding a workforce development component under the UDAN-RCS (*Ude Desh ka Aam Naagrik*) scheme that directly supports training infrastructure in underserved regions.

● Role of the private sector

AIRLINES AND TRAINING providers can also reshape recruitment and retention strategies to address India's pilot shortage. Currently, Indian pilots earn significantly less than their peers in the US, UK, Canada, Dubai, Singapore, and other West Asian countries, forcing them to look overseas for better pay. By increasing base compensation, airlines can reduce the exodus. Airlines can also invest in nurturing junior pilots through structured mentorship and guaranteed promotion pathways, building a robust pipeline of future captains, rather than competing for a limited pool of experienced captains. FTOs can also help improve graduation-to-employment pathways. Given that only 50-70% of graduates secure jobs immediately, training providers can coordinate with airlines on curriculum alignment, ensuring graduates possess the specific skills—crew resource management, simulator proficiency, clear DGCA records—that carriers demand.

● Is this a temporary problem?

THE FUNDAMENTAL MISMATCH between training infrastructure and market demand will persist for at least the next five to seven years. CAPA Consulting projects demand for 22,400 pilots by fiscal year 2030, yet varied training scenarios suggest India will produce fewer than

8,000 to 10,000 additional pilots during that same period. It takes 18 months to two years to complete commercial pilot training in India—nearly double the timeframe in the US or Europe. The biggest bottleneck is the shortage of flight instructors. Candidates seeking to become

instructors must pass an examination and complete check flights with DGCA examiners, a process that spans 8 to 10 months in India versus roughly four months in the US or Europe. Training aircraft induction can require up to six months due to multiple approvals.

● Improved working conditions of pilots

IMPROVING WORKING CONDITIONS directly addresses multiple dimensions of the shortage. First, it reduces the number of pilots classified as medically unfit. By lowering fatigue levels, fewer pilots require temporary or permanent medical disqualification, increasing the active pilot pool without hiring more people.

Second, it improves retention of experienced pilots, preserving seniority and command capability instead of losing institutional knowledge to

burnout. Third, it makes the profession more attractive to new entrants, improving training school enrolments and graduation-to-employment conversion rates.

The current issue in aviation is not only about supply of pilots but rather about keeping them safe and preventing fatigue. Pilot fatigue has been linked to several serious aviation accidents in India. This is also why the stricter flight duty time limitations are being enforced.



Corporate Communications Directorate

HINDUSTAN

DELHI

21 JANUARY 2026

इंडिगो की सेवा सामान्य हुई, पायलट भी पर्याप्त:डीजीसीए

नई दिल्ली, विशेष संवाददाता। देश की सबसे बड़ी विमानन कंपनी इंडिगो ने नागर विमानन महानिदेशालय (डीजीसीए) को भरोसा दिया है कि 10 फरवरी 2026 के बाद उड़ानों के रद्द होने की स्थिति नहीं बनेगी और ऑपरेशन सामान्य रूप से चलेगा। साथ ही, दिसंबर में दी गई फ्लाइट ड्यूटी टाइम लिमिटेशन से जुड़ी विशेष छूट खत्म कर दी गई है।

डीजीसीए के मुताबिक अब एयरलाइन के पास पर्याप्त संख्या में पायलट मौजूद हैं, जिससे नए फ्लाइट ड्यूटी नियमों का पालन बिना किसी रुकावट के किया जा सकेगा। डीजीसीए ने बताया कि सोमवार

■ इंडिगो ने भरोसा दिया, 10 फरवरी के बाद उड़ान रद्द होने की स्थिति नहीं बनेगी

को हुई समीक्षा बैठक में इंडिगो ने जानकारी दी कि 10 फरवरी के बाद की जरूरतों के हिसाब से उसके पास पर्याप्त पायलट उपलब्ध हैं। नियमों के अनुसार 2,280 पायलट इन कमांड (कैप्टन) की जरूरत है, पर विमानन कंपनी के पास 2,400 कैप्टन मौजूद हैं। डीजीसीए ने कहा कि वह इंडिगो के कामकाज पर लगातार नजर रखेगा, जिससे यात्रियों की सुरक्षा-सेवा की विश्वसनीयता बनी रहे।



Corporate Communications Directorate

HINDUSTAN

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पाक ने हवाई क्षेत्र पर रोक एक माह और बढ़ाया

इस्लामाबाद। पाकिस्तान ने भारतीय विमानों के लिए अपने हवाई क्षेत्र पर लगाए गए प्रतिबंध को एक माह और बढ़ा दिया है। अब यह प्रतिबंध 24 फरवरी तक लागू रहेगा। पाकिस्तान ने अप्रैल 2025 में पहलगाम हमले के बाद भारतीय एयरलाइंस के लिए हवाई क्षेत्र बंद कर दिया था। जवाब में भारत ने भी पाकिस्तानी विमानों के लिए अपने हवाई क्षेत्र पर समान प्रतिबंध लगाया था।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

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IndiGo tells DGCA it is now ready for rules that crippled ops last month

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: IndiGo has assured aviation regulator DGCA that it has adequate pilot strength and will not cancel flights after February 10, when temporary exemptions from crew fatigue rules expire — the same rules the airline claimed in October would have “nil impact” on its operations before its network collapsed under their weight in early December.

The airline reported 2,280 pilots-in-command and 2,050 first officers for February 10 during a weekly review meeting with the Directorate General of Civil Aviation on Monday.

“IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, crew strength, and the removal of the two FDTL exemptions approved on December 6, 2025,” DGCA said in a statement. →P20

IndiGo assures regulator DGCA it has adequate pilot strength

Neha LM Tripathi

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NEW DELHI: IndiGo has assured aviation regulator Directorate General of Civil Aviation (DGCA) that it has adequate pilot strength and will not cancel flights after February 10, when temporary exemptions from crew fatigue rules expire—the same rules the airline claimed in October would have “nil impact” on its operations before its network collapsed under their weight in early December. The airline reported 2,280 pilots-in-command and 2,050 first officers for February 10, 2026, during a weekly review meeting with DGCA on Monday.

“IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, crew strength, and the removal of the two FDTL exemptions approved on December 6, 2025,” DGCA said in a statement.

The assurance comes as the regulator prepares to withdraw exemptions from night-duty limitations granted during the December crisis, when 2,507 flights were cancelled over three days (December 3-5)—part of at least 5,500 cancellations in the first week of the month—after the airline’s rostering systems collapsed.

The exemptions, granted on December 6, expire on February 10. The exemptions allowed IndiGo to breach curbs on night-time flying hours—violations for which DGCA subsequently imposed a ₹22.2 crore fine charging ₹30 lakh per day.

The airline’s February assurances are similar to its October



The airline reported 2,280 pilots-in-command and 2,050 first officers for Feb 10.

2025 assessment, when it projected “nil impact” from FDTL rules that took full effect on November 1. A four-member DGCA inquiry committee later found IndiGo “failed to adequately identify planning deficiencies” and maintained “minimal recovery margins” despite having two years to prepare for the regulations.

“There was an overriding focus on maximising utilisation of crew, aircraft, and network resources, which led to reduced roster buffer margins,” DGCA said, citing inquiry findings. “Crew rosters were designed to operate at the limits of permissible duty periods, with increased reliance on dead-heading, tail swaps, extended duty patterns, and minimal recovery margins. This approach compromised roster integrity and operational resilience.”

The December disruption stranded over 3,00,000 passengers and triggered one of the most acute crises in the aviation sector. DGCA’s systemic review subsequently found IndiGo maintained 891 more pilots than

global best practices require, undermining the airline’s initial claims that FDTL regulations caused crew shortages.

DGCA has maintained oversight of IndiGo’s operations since the December collapse, it stated. From December 6-30, the regulator deployed two Flight Operations Inspectors and passenger facilitation personnel at IndiGo’s Operations Control Centre and key airports to monitor day-to-day operations and ensure regulatory compliance during recovery.

The airline has been submitting daily operational reports covering flight cancellations and delays, crew positioning and availability, crew leave and standby utilisation, and system performance, per the regulator.

“Till date, IndiGo has submitted four weekly reports, three fortnightly reports, and has participated in weekly review meetings with DGCA, providing updated data on all critical operational parameters,” the regulator said on Tuesday.

The regulator is under a scanner itself, per a statement it released over the weekend when it announced the fines on IndiGo. The December crisis exposed “inadequate regulatory preparedness” at DGCA, per findings of an inquiry committee. DGCA had approved IndiGo’s aggressive winter schedule expansion of 9.6%, then granted FDTL exemptions on December 6 amid the crisis.

The ministry of civil aviation later ordered an internal DGCA inquiry “to identify and implement systemic improvements within the DGCA”—a rare acknowledgment of regulatory oversight failures.



Corporate Communications Directorate

THE HINDU

DELHI

21 JANUARY 2026

DGCA directs airline operators to appoint a 'chief of flight safety'

S. Vijay Kumar

CHENNAI

With accident investigations consistently pointing to recurring causal factors and systemic deficiencies within aviation operations, the Directorate General of Civil Aviation (DGCA) has directed airline operators to appoint a 'chief of flight safety' to ensure implementation of safety protocols.

In a bid to prevent accidents or incidents, the aviation regulator asked the operators to set up a dedicated "flight safety department" with an adequate number of competent personnel for promoting flight safety and implementing accident/incident prevention programme.

In addition, the operators shall nominate a "deputy chief of flight safety". "It shall be ensured that if chief of flight safety is a pilot, the deputy chief shall



The DGCA says accident investigations have highlighted recurring causal factors and systemic deficiencies. FILE PHOTO

be an engineer and vice-versa," the DGCA said.

Systemic deficiencies

Explaining the necessity for creating such posts, the DGCA said accident investigations had consistently highlighted recurring causal factors and systemic deficiencies within aviation operations.

While such investigations remained valuable for incremental improvements, the scope for significant safety enhancement through reactive measures

alone was limited.

With the effective implementation of a safety management system (SMS), the aviation industry had shifted from a reactive approach to a proactive approach which helped in identification of safety concerns before they escalated into incidents or accidents.

It was essential to integrate safety management system with the safety awareness and accident/incident prevention programmes, which established a structured

framework for continuous monitoring, evaluation, and improvement of operational practices. "To ensure the highest levels of safety in aircraft operations, it is imperative that every operator implement such a programme," the DGCA said. The DGCA said the instructions would apply to all operators engaged in scheduled air transport services/cargo services/non-scheduled air transport services.

Calling for building safety culture in the aviation sector, the regulator said operators should conduct internal safety audit of different divisions such as operations, maintenance, ground support among others.

"Flight and duty time limitations shall be laid down for the operating crew to ensure that the crew are not fatigued which may affect safety of operations," the DGCA said.



Corporate Communications Directorate

THE HINDU

DELHI

21 JANUARY 2026

IndiGo to continue 10% flight cuts till March-end

The Hindu Bureau

NEW DELHI

IndiGo will continue to face a 10% reduction in its flights, amounting to nearly 200 fewer services, until the end of the winter season in late March, according to government officials.

The airline has informed the government that it expects to be able to implement the revised pilot norms from February 10, when the special exemption granted to it for rules that came into effect on November 1, 2025, expires.

The relaxation was granted after the airline saw over 5,000 flight cancellations in November and early December 2025 due to planning gaps and overstretching of its crew, for which the Directorate General of Civil Aviation imposed a ₹22 crore penalty last week.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

21 JANUARY 2026

Pak extends ban on Indian airlines, aircraft in its airspace until Feb 24

Sukalp Sharma

New Delhi, January 20

PAKISTAN HAS extended the ban on Indian airlines and aircraft from entering its airspace by another month — until the early morning of February 24 — as per a fresh notice to airmen (NOTAM) issued by Pakistan's aviation authorities.

India is also expected to respond soon and extend the closure of its airspace for Pakistani airlines and aircraft for a similar period, taking the neighbouring countries' reciprocal airspace closures into their tenth month.

The fresh NOTAM issued by Pakistan is similar to the previous ones, except for the effective duration of airspace closure. Islamabad will keep the Pakistani airspace closed to Indian registered aircraft and aircraft operated, owned or leased by Indian airlines and operators, including military flights, till 5:29 am India time on February 24.

With the relations between New Delhi and Islamabad worsening after the Pahalgam terror attack in April last year, Pakistan closed its airspace on April 24. Initially for one month, this ban prohibited In-

dian 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 one month at a time. Although the neighbours have banned each other's airlines and aircraft, their respective airspace remain open for overflying by airlines from other countries.

Pakistan issued its latest NOTAM extending the airspace closure on Tuesday, a few days before the January 24 expir-

ation of the earlier notice. India's current ban on Pakistani aircraft is also set to expire on January 24, and Indian aviation authorities are expected to issue a new NOTAM to extend the ban by another month before that.

Approximately 800 weekly flights operated by Indian airlines have been affected due to the closure of Pakistan's airspace. These flights, mostly between North India and destinations in regions like West Asia, the Caucasus, Europe, the UK, and eastern North America, are being forced to take longer

routes. This leads to several operational challenges like increased flight durations with journeys extended by anywhere from 15 minutes to several hours depending on the distance and location of the destination, in addition to higher fuel consumption and increased complexity in crew and flight scheduling.

Ultimately, these increase the operational costs for the airlines. Air India estimates that the Pakistani airspace closure could cost it around Rs 4,000 crore on an annualised basis, it is learnt.

In contrast, the impact of India's airspace closure has been rather insignificant on Pakistan as its national carrier Pakistan International Airlines (PIA) has a limited international presence and is currently struggling, unlike India's rapidly expanding aviation sector and airlines. According to data from aviation analytics company Cirium, only about six PIA flights per week — those travelling between Kuala Lumpur and Lahore or Islamabad — routinely flew over India before these airspace closures took effect in April.

IndiGo assures DGCA of sufficient pilot availability

Sukalp Sharma

New Delhi, January 20

INDIA'S LARGEST airline IndiGo, which saw an operational meltdown last month, has assured aviation regulator Directorate General of Civil Aviation (DGCA) that it will have sufficient pilot availability to maintain its current level of flight operations — over 2,200 daily flights — beyond February 10, when the specific pilot duty and rest duration rules-related exemptions granted to IndiGo will expire.

In a weekly review meeting Monday, IndiGo told the DGCA it will have 2,400 captains available for its Airbus A320 fleet, against a requirement of 2,280 to maintain stable operations as per its current flight schedule after February 10. As for first officers, the airline will have 2,240 available, against a requirement of 2,050, it informed the DGCA. When the crisis crippled IndiGo's operations last month, it had informed the DGCA that it was short by 65 captains for its Airbus A320 fleet to maintain schedule as per the new FDTL rules, though it had first officers in sufficient numbers.

"During the meeting with DGCA on January 19, 2026, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, above crew strength, and the removal of the two FDTL (Flight Duty Time Limitation) exemptions approved on December 6,

2025," DGCA said Tuesday. It maintained that it continues to monitor the airline's operations, particularly pilot roster integrity, crew availability, pilot buffer adequacy, systems robustness, and FDTL compliance.

The Indian Express had reported Monday that the airline expected to maintain its current, slightly curtailed schedule despite its specific exemptions from some night duty-related FDTL rules lapsing on February 10. The new rules stipulate more rest for pilots and rationalisation of their flying duties — particularly late night operations — in a bid to better manage pilot fatigue, a key risk to aviation safety. The implementation of the new norms, stipulated in January 2024, was delayed and took effect in two phases — from July 1, 2025 and November 1, 2025 — with the second phase rollout hitting IndiGo considerably. The new norms meant that airlines either needed more pilots to maintain schedule, or shrink the schedule. IndiGo, however, was caught unprepared.

The airline is currently operating over 2,200 flights — around 1,900 domestic and the rest international — after a 10% government-mandated cut in its approved domestic schedule till March.

Authorities have been holding regular consultations with IndiGo on whether it will be able to maintain its current operational scale after February 10.

FULL REPORT ON

WWW.INDIANEXPRESS.COM



Corporate Communications Directorate

JANSATTA

DELHI

21 JANUARY 2026

इंडिगो ने दिया आश्वासन, नहीं होंगे उड़ान रद्दीकरण

बयान

डीजीसीए की रपट में सामने आया मामला

चालक दल प्रबंधन की कमी से दिसंबर में हुआ था संकट

जनसत्ता ब्यूरो
नई दिल्ली, 20 जनवरी।

दिसंबर 2025 में बाधित हुई इंडिगो एअरलाइंस की सेवाओं के लिए चालक दल की प्रबंधन में कमी सहित कई स्तर पर कमी पाई गई है। नागरिक उड्डयन मंत्रालय (एमओसीए) और नागर विमानन महानिदेशालय (डीजीसीए) के रपट के अनुसार इन समस्याओं के लिए कू प्रबंधन में कमी, नियामकीय तैयारियों की कमजोरियां, सिस्टम साफ्टवेयर सपोर्ट, प्रबंधन संरचना और परिचालन नियंत्रण में खामियां पाई गईं। एअरलाइन की योजना प्रक्रिया परिचालन कर्मियों की समय पर पहचान करने और पर्याप्त बफर बनाए रखने में विफल रही।

चालक दल की प्रबंधन, विमान और नेटवर्क संसाधनों के अधिकतम उपयोग पर अत्यधिक



जोर दिया गया। इससे रोस्टर बफर घट गया। कू रोस्टर अनुमत ड्यूटी सीमाओं के अंतिम स्तर पर बनाए गए। इसमें डेड-हेडिंग, अंतिम समय में बदलाव, लंबी ड्यूटी पैटर्न और न्यूनतम रिकवरी मार्जिन पर निर्भरता बढ़ी। इसका असर संशोधित फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल)

डीजीसीए के अनुसार, 19 जनवरी को हुई साप्ताहिक बैठक में इंडिगो ने परिचालन आवश्यकताओं के अनुरूप पर्याप्त चालक उपलब्धता की जानकारी दी। 10 फरवरी 2026 तक के आंकड़ों के मुताबिक एअरबस पायलट-इन-कमांड (पीआईसी) की आवश्यकता 2280 है जबकि उपलब्धता 2,400 मिली। वहीं एयरबस फर्स्ट आफिसर्स की आवश्यकता 2,050 के मुकाबले 2,240 उपलब्ध बताए गए।

प्रावधानों के प्रभावी क्रियान्वयन पर पड़ा।

इस समस्या को देखते हुए एमओसीए और डीजीसीए ने तत्काल स्थिरीकरण और कड़ी निगरानी के कदम उठाए। 6 दिसंबर से 30 दिसंबर 2025 के बीच डीजीसीए ने इंडिगो के आपरेशंस कंट्रोल सेंटर (ओसीसी) और प्रमुख

हवाई अड्डों पर दो फ्लाइट आपरेशंस इंस्पेक्टर (एफओआई) तथा यात्री सुविधा कर्मियों की तैनाती की। डीजीसीए के अनुसार, 19 जनवरी को हुई साप्ताहिक बैठक में इंडिगो ने परिचालन आवश्यकताओं के अनुरूप पर्याप्त पायलट उपलब्धता की जानकारी दी। 10 फरवरी 2026 तक के आंकड़ों के मुताबिक एअरबस पायलट-इन-कमांड (पीआईसी) की आवश्यकता 2280 है जबकि उपलब्धता 2,400 मिली। वहीं एयरबस फर्स्ट आफिसर्स की आवश्यकता 2,050 के मुकाबले 2,240 उपलब्ध बताए गए। साथ ही इंडिगो ने आश्वासन दिया कि 10 फरवरी के बाद स्वीकृत नेटवर्क, पर्याप्त कू संख्या और 6 दिसंबर 2025 को दी गई दो एफडीटीएल छूट हटाए जाने के बाद उड़ान रद्दीकरण नहीं होंगे। नियामकीय निगरानी और सुधारात्मक कदमों के चलते इंडिगो के परिचालन में स्थिरता आई है।

MINT

DELHI

21 JANUARY 2026

Full compliance with pilot norms from 10 Feb: IndiGo

Assurance comes after the regulator imposed a ₹22.3-crore fine on the airline

Dipali Banka, Abhishek Law & Eshita Gai

MUMBAI/NEW DELHI

IndiGo has assured the civil aviation regulator it will have adequate crew to fully comply with pilot fatigue norms by 10 February, as it seeks to put behind the December disruption that crippled air travel in India.

In a weekly meeting with the Directorate General of Civil Aviation (DGCA) on Tuesday, India's largest airline said it is prepared to operate without the two Flight Duty Time Limitation (FDTL) exemptions granted earlier.

IndiGo's assurance comes after the regulator imposed a ₹22.3 crore fine on the airline and warned senior executives for poor planning in complying with the pilot duty rules introduced late last year. The lapses had led to over 4,500 flight cancellations, prompting DGCA to order a 10% cut in IndiGo's daily flight operations.

"During the meeting with DGCA on January 19, 2026, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, above crew strength, and the removal of the two FDTL exemptions approved on December 6, 2025," the DGCA statement said. It said IndiGo's systems had got stretched due to an aggressive focus on maximising use of aircraft and crew that had led to the operational meltdown.

The airline, which has a 63% market share, informed the DGCA that it now has 2,400 captains and 2,240 first officers for operations.



In early December, IndiGo outlined its pilot hiring ramp-up in a submission to the DGCA, stating that it planned to onboard 158 pilots by 10 February. As of December, the airline had 2,357 captains and 2,194 first officers for operations. This was expected to rise to 2,425 captains and 2,284 first officers, with the planned addition of 68 captains and 90 first officers, as per a document reviewed by *Mint*. The airline aims to hire 300 captains and 600 junior first officers by

December 2026.

IndiGo declined to offer a comment, citing a silent period before its earnings on Thursday.

It has so far submitted four weekly and three fortnightly reports, and has taken part in weekly reviews with DGCA, giving data on all critical operational parameters, DGCA said.

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



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

21 JANUARY 2026

11 फरवरी से फिर लागू होने जा रहे हैं FDTL नियम 3-5 दिसंबर के बीच इंडिगो की 2507 उड़ानें रद्द हुई थीं



जरूरत से ज्यादा पायलट, नहीं होगी दिक्कत: इंडिगो

■ NBT रिपोर्ट, नई दिल्ली

दिसंबर के पहले हफ्ते में संकट में आई इंडिगो एयरलाइंस ने एयरलाइंस के रेगुलेटर डीजीसीए को भरोसा दिलाया है कि अब उसके पास पर्याप्त संख्या में पायलट है। सोमवार को डीजीसीए में हुई रिव्यू मीटिंग में इंडिगो ने कहा कि हमारे पास डिमांड से 210 अधिक पायलट हैं। इस कारण से 11 फरवरी से FDTL नियम लागू होने के बाद भी उड़ानें रद्द करने या उन्हें बहुत देर करने की नौबत नहीं आएगी।

इंडिगो ने DGCA को इस मामले में लिखित में दी गई जानकारी में बताया कि हमारी हर दिन की उड़ानों के हिसाब से हमें जरूरत 4430 पायलटों

की है। हमारे पास इतने पायलट हैं। इनमें 2,400 पायलट-इन-कमांड और 2050 फर्स्ट ऑफिसर पायलट हैं। ऐसे में हमें नहीं लगता कि 11 फरवरी से उड़ानों में कोई दिक्कत आएगी।

FDTL नियमों से कू की कमी का पहले किया था दावा

पिछले महीने 3 से 5 दिसंबर तक इंडिगो की उड़ानों में गंभीर समस्या आई थी। इस दौरान 2507 फ्लाइटें रद्द और 1852 फ्लाइट लंबी अवधि के लिए लेट हुई थीं। इससे देशभर में तीन लाख से अधिक यात्री प्रभावित हुए थे।

इंडिगो क्राइसिस को देखते हुए DGCA ने 6 दिसंबर को एयरलाइंस को 10 फरवरी तक FDTL नियमों से छूट दे दी थी। साथ ही इसकी उड़ानों में 10% तक कटौती की थी। अब 11 फरवरी से ये नियम फिर लागू होंगे।

10 फरवरी के बाद नहीं होगी इंडिगो की कोई फ्लाइट कैंसिल

उड़ान ड्यूटी नियमों के पालन के लिए पर्याप्त पायलट मौजूद

नई दिल्ली, 20 जनवरी (नवोदय टाइम्स): 10 फरवरी के बाद इंडिगो की कोई फ्लाइट अब कैंसिल नहीं होगी। उसका परिचालन स्थिर हो चुका है। डीजीसीए के साथ सोमवार को आयोजित समीक्षा बैठक में बताया गया कि इंडिगो के पास अब उड़ान ड्यूटी नियमों के पालन के लिए पर्याप्त पायलट मौजूद हैं।

नागरिक उड्डयन मंत्रालय ने बताया कि लगातार नियामक निगरानी और सुधारात्मक उपायों से इंडिगो के परिचालन को स्थिर करने में मदद मिली है। डीजीसीए को इंडिगो ने बताया कि एयरलाइन के पास अब पर्याप्त संख्या में पायलट हैं। अब बिना किसी व्यवधान के नए उड़ान ड्यूटी नियमों का पालन करना सुनिश्चित हो जाएगा।

डीजीसीए के एक अधिकारी ने बताया कि एयरलाइन के परिचालन की बारीकी से निगरानी चल रही है। इसमें रोस्टर की मजबूती, चालक दल की उपलब्धता, पर्याप्त बफर, प्रणाली की मजबूती और एफडीटीएल आवश्यकताओं के पालन पर विशेष जोर दिया

जा रहा है। 19 जनवरी को हुई समीक्षा बैठक के दौरान इंडिगो ने 10 फरवरी के बाद की अनुमानित परिचालन आवश्यकताओं के मुकाबले पायलटों की पर्याप्त उपलब्धता के बारे में बताया है।



इंडिगो का परिचालन हुआ स्थिर

एयरलाइन के आंकड़ों का हवाला देते हुए अधिकारी ने कहा कि इंडिगो के पास 2,280 की आवश्यकता के मुकाबले 2,400 पायलट इन कमांड (पीआईसी) उपलब्ध हैं और 2,050 की आवश्यकता के मुकाबले प्रथम अधिकारियों की संख्या 2,240 है।



Corporate Communications Directorate

THE PIONEER

LUCKNOW

20 JANUARY 2026

Will interfere: SC flags rise in airfares during festivals

PRESS TRUST OF INDIA ■ New Delhi

The Supreme Court (SC) on Monday said it would interfere with the "unpredictable fluctuations" in airfares and flagged the exorbitant rise during festivals.

A bench of Justices Vikram Nath and Sandeep Mehta termed the exorbitant rise of airfares by airlines as "exploitation" and asked the Centre and the Directorate General of Civil Aviation (DGCA) to file their replies to a PIL seeking binding regulatory guidelines to control the unpredictable fluctuations in airfare and ancillary charges imposed by private airlines in India. "We will definitely interfere. Just see the exploitation of passengers done during the 'Kumbh' and other festivals. Just look at the fares to Prayagraj and Jodhpur from Delhi," the bench told Additional Solicitor General Anil Kaushik appearing for the Centre.

On November 17, last year, the SC sought responses from the Centre and others on a plea by social activist S Laxminarayanan, who has sought to establish a robust and independent regulator that ensures transparency and passenger protection across the civil aviation sector.

It has issued notices to the Centre, the DGCA and the Airports Economic Regulatory Authority of India seeking their responses on the plea.

The plea claimed that all private airlines have, without any credible justification, reduced the free check-in baggage allowance for economy class passengers from 25 kg to 15 kg, "thereby converting what was earlier part of the ticketed service into a new revenue stream".

It has said the "new policy of permitting only a single piece for check-in and the absence of any rebate, compensation or benefit to passengers who do not avail themselves of check-in baggage demonstrates the arbitrary and discriminatory nature of the measure".

It claimed that currently, no authority has the power to review or cap airfares or ancillary fees, allowing airlines to exploit consumers through hidden charges and unpredictable pricing.

The plea said the "unregulated, opaque and exploitative conduct of airlines manifesting in arbitrary fare hikes, unilateral reduction of services, absence of on-ground grievance redressal and unjustified dynamic pricing algorithms directly infringes upon citizens' fundamental rights to equality, freedom of movement and life with dignity". It said the absence of regulatory safeguards results in arbitrary fare hikes, especially during festivals or weather disruptions, which disproportionately harm poor and last-minute travellers.

The plea said the wealthier few can plan and book in advance, while economically weaker citizens are forced to buy tickets at the peak of surge pricing. It said inaction by the State in regulating fare algorithms, cancellation policies, service continuity and grievance mechanisms constitutes a dereliction of its constitutional duty and calls for urgent judicial intervention.

It said there is no rule to stop the airlines from increasing prices based on demand and allowing them such freedom under essential services is unjustifiable.

It also said the right to dignity includes access to essential services such as emergency transport on fair and non-exploitative terms.

Fine of ₹ 700 per stranded flyer

Indifferent DGCA imposes a measly penalty for Indigo's mess

OUR TAKE



Sutanu Guru
Author, Journalist
and Academician

Across sectors, when it comes to the hapless consumers in India, they have little option but to grin and bear it. The behaviour and attitudes of the regulatory bodies, and policy-makers can only be described as one that aims to safeguard business interests more. This was illustrated again when the civil aviation regulator, DGCA, imposed a fine of just over ₹22 crore on Indigo, the largest domestic airline. Remember that the penalty was because in December 2025, for over a week, more than 3,00,000 Indigo passengers were stranded across the airports because of canceled or delayed flights.

In the initial days, the airline offered little or no relief to the flyers. It did not bother to inform them the reasons for the delays or cancellations. It did not offer amenities by way of free meals or hotel accommodations. Only after public anger, media coverage, and outrage did Indigo react, apologised, and gave excuses for the unprecedented crisis. Vikram Mehta, the chairman of the airline, publicly released a video to say sorry for the inconveniences and hardship. But he too was economical with the truth. He claimed that the crisis lasted for three days between the third and fifth of December.

However, the facts are that on December 11, 2025, more than 500 Indigo flights were canceled. Now, let us consider the actions of the DGCA after the crisis ended. A senior vice president of operations in the airline was debarred from his duties. The CEO and COO of the airline got a warning. Finally, the regulator imposed a fine of ₹22 crore. Consider this amount in perspective. It amounts to just over ₹700 per stranded passenger. It is a miniscule percentage of the airline's annual turnover of ₹80,000 crore, and annual profit of

₹8,000 crore. Clearly, the fine is puny, and does not bother Indigo.

More than 110 million, or 11 crore passengers flew Indigo in 2025. Hence, the fine implies a penalty of ₹2 per flown customer. Will this make either the airline, or its top management to realise its mistakes, and to pause, ponder, and reflect on the implications of taking passengers so ruthlessly for a grounded ride? Will it turn out to be a lesson for other airlines, in case they make the same or similar blunders? Of course, no. The signal that the DGCA has sent is that airlines can get away with murder, literally.

Clearly, and I am convinced, Indigo's management is likely to just shrug off the fine. The regulator may keep quiet after the fine, although there is an ongoing investigation, and the media and public, which is often the case, will forget about the crisis. This has sadly been the story of most regulators across sectors. One of the most crucial sectors, which witnesses intimate interface and cold conflicts between the consumers and companies is insurance. There are reports that insurers do not fulfil their obligations, and try to wriggle out of a part of their commitments at the last minute.

Tens of thousands of complaints are lodged with the insurance sector regulator, IRDAI. These are publicly available on its website, and social media platforms are filled with such comments against the insurers. At the highest level, the fines imposed by IRDAI are a few crores of rupees, such as ₹3 crore on Policy Bazaar, and ₹2 crore on Star Alliance. Like Indigo, insurance firms earn huge revenues, and profits, and

their cash reserves are massive. This explains why LIC, the largest state-owned insurer, is one of the largest institutional investors in Indian equities, and owns huge stakes.

For the insurers, the fines are like drops in an ocean of revenues and profits. To put it in perspective, let us assume that an individual earns a salary of ₹3,00,000 per month, and has underperformed in office. The HR in the office imposes a penalty of ₹1,000 on the person. Do you think that this will amount to anything? Will the underperformer shape up? Now imagine that the person knows that ₹1,000 is the final fine to pay. This is not the way to improve an individual, nor is ₹22 crore enough to jolt Indigo.

This is the tragedy with the regulatory bodies since the economic reforms began in 1991. Perhaps, the only regulator that has taken large firms to task, and imposed large fines is the Securities Exchange Board of India (Sebi), which has routinely imposed hefty fines on brokers, companies, and other entities. But they too are infrequent, and barely scrape the bottom of the barrel. The illegalities and manipulations in the stock market result in losses of thousands of crores (refer to the Harshad Mehta and Ketan Parekh scams). In many cases, the stock offenders do out-of-court deals with the stock market regulator, and virtually go scot-free.

Perhaps, the most significant regulator-judicial body is the Competition Commission of India (CCI). Its aim is to control and combat cartels, and ensure that they do not exploit the consumers. Its performance is not up to the mark, according to experts. Recently, the CCI judged that the steel firms formed a cartel between 2015 and 2023. Until now, the extent of the penalty is not known, but given the firms' combined sizes, revenues, and profits, one can be rest assured that they will comfortably pay them. In effect, the firms, shareholders, stakeholders will heave a sigh of relief.

Frankly, there is not much hope when it comes to controlling cartels or protecting the consumers' rights. Perhaps, the best example is taxi services in Goa. The operators are small, but are so powerful as a cartel that no competitor, including taxi aggregators, are allowed in Goa. The existing taxi charge whatever they feel like. This is downright cartelisation, and exploitative behavior. There is no one to protect the locals, and Indian and foreign tourists, who are fleeced by the taxi operators. They pay heavy prices.

Coming back to Indigo, there needs to be a serious effort, as well as introspection by the policy-makers and regulators on how to tackle such manmade, or rather company-made, disasters in crucial sectors. A consumer-unfriendly environment in the country is not conducive to encourage the consumers to spend more, or for foreign visitors to travel to India. Consumer spends, as is evident from the growth rates in the past two quarters, are crucial. Without private expenditure, India is unlikely to sustain long periods of high GDP growth.

The author has worked for leading media houses, authored two books, and is now Executive Director, C Voter Foundation





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20 JANUARY 2026

Passengers' safety can't be traded off, says pilots' body on ₹22.20 crore penalty against IndiGo

PIONEER NEWS SERVICE

■ Mumbai

Pilots' body FIP on Monday criticised aviation regulator DGCA for imposing a 'very meagre' penalty of ₹22.20 crore on IndiGo for the large-scale flight disruptions that impacted lakhs of travellers in December, saying safety of passengers and aircraft cannot be 'traded off'.

The Federation of Indian Pilots (FIP) questioned the flight cancellation period considered in the probe by the regulator, and said the penalty amount is "very, very meagre".

The Directorate General of Civil Aviation (DGCA) on Saturday announced the enforcement actions after a detailed probe.

It slapped penalties totalling ₹22.20 crore on IndiGo for cancelling thousands of flights in early December, and warned airline CEO Pieter Elbers and chief operating officer Isidre

Proqueras, besides ordering the removal of Senior Vice President for Operations Control centre (OCC) Jason Herter from his current position for non-compliance. Between December 3 and 5, the DGCA said, 2,507 flights were cancelled, and 1,852 flights were delayed, impacting over 3 lakh passengers at airports across the country.

The DGCA has imposed a total penalty of ₹20.40 crore for the non-compliance for 68 days from December 5, 2025, to February 10, 2026. The amount translates to a ₹30 lakh fine for each day during the period.

DGCA cited over-optimisation of operations, inadequate regulatory preparedness, along with deficiencies in system software support, as among the primary reasons for the disruptions.

The pilots' body FIP cited the example of the US Department of Transport, and said it imposed a penalty of \$140 million on



Southwest Airlines for multiple violations of consumer protection laws during the Christmas holidays in December 2022 and distributed the amount to the

affected passengers. "It (the DGCA report and subsequent action) is a joke. What is the concrete action taken here? They have not punished anyone. Civil Aviation

Minister (K Rammmohan Naidu) on the floor of Parliament said very strict action will be taken. Does the very strict action here mean only a warning? A warning is issued (to a person/persons) in an organisation for smaller mistakes (not disruptions of such magnitude). In this case, there was a national crisis. And they have only issued a warning and moved just one OCC head," FIP president G S Randhawa told PTI here.

Randhawa said that the cancellations started on December 2 and went on till December 15. The disruptions continued beyond December 15 and were largely in the form of delays and some cancellations. But in the probe report, the DGCA has mentioned the period only between December 3 and December 5. "This is also questionable."

He further said that when IndiGo cancelled 1,600 flights, a record number of cancellations

in the history of aviation, Elbers remained tight-lipped on the reason behind the massive disruptions — the stricter duty hours and rest period norms for pilots.

On December 5, in a video message, Elbers for the first time acknowledged operational turmoil, that too without sharing any specific numbers of flight cancellations.

"...The report did not bring out that the aircraft were available on the ground, pilots were available in the flight dispatch, and so was the cabin crew, then why were flights not allowed for dispatch?" questioned Randhawa.

"Also, you can't trade FDTL against fine. Duty period and rest norms for crew are meant for passengers and flight safety.

And here you are trading it against fine? And if IndiGo's winter flight schedule was slashed by 10 per cent or 220 flights per day, then why did you not withdraw the dispen-

sation, which has been given to them till February 10?" he asked.

In early December, IndiGo cancelled hundreds of flights across the country as the airline was not adequately prepared to implement the new flight duty norms for pilots.

Following the disruptions last month, the DGCA had curtailed IndiGo's winter schedule flights by 10 per cent. Last month, the airline was provided relaxation till February 10 to comply with the new Flight Duty Time Limitation (FDTL) norms.

Following the large-scale disruptions in IndiGo operations, DGCA set up a four-member committee headed by Joint Director General Sanjay K Brahmane to carry out a comprehensive review and assessment of the circumstances that led to the massive flight disruptions.

The panel submitted its report to the DGCA on December 27 last year.

Broken seats, poor food: Consumer Court directs AI to pay ₹1.5 lakh to family



The District Consumer Disputes Redressal Commission-VI at New Delhi recently directed Air India to pay ₹1.5 lakh as compensation to a passenger and his daughter over deficiency of service on a long haul international flight. The father-daughter duo had complained about broken seats, non-functional in-flight entertainment systems, unhygienic washrooms, poor food service and lack of response from the cabin crew.

"Commission is of the view that the complainant will be entitled for compensation for causing mental agony and harassment for not providing the facilities for which considerable amount was charged," said the Commission, ordering the Air India to pay ₹50,000 each to the complainant and his daughter, along with ₹50,000 as litigation expenses.

However, the Commission declined the request for a refund of the ticket amount, noting that the passengers had completed the journey. The order was passed by a coram of President Poonam Chaudhry and member Shekhar Chandra in a complaint filed by Shailendra Bhatnagar, who travelled with his daughter on Air India's Delhi-New York-Delhi flight in September 2023 on economy class tickets booked through MakeMyTrip.

IndiGo has adequate pilots after February 10: DGCA

RAJESH KUMAR ■ New Delhi

The DGCA said that during the review meeting on January 19, IndiGo has reported adequate pilot availability against projected operational requirements after February 10. Citing the airline's submissions, the DGCA said there are 2,400 Airbus Pilots in Command (PICs) as against the requirement for 2,280, and the number of Airbus First Officers is 2,240 compared to the requirement for 2,050.

When the crisis crippled IndiGo's operations for a few days last month, the airline had informed the DGCA that it was short by 65 captains for its workhorse Airbus A320 fleet to maintain its schedule as per the new FDTL rules, even though it had first officers in sufficient numbers. In the wake of the massive disruptions, DGCA had curtailed the airline's winter schedule by 10 per cent until February 10.

During the meeting, IndiGo assured operational stability and no flight cancellations after February 10, 2026, based on the current approved network, above crew strength, and the removal of



the two FDTL (Flight Duty Time Limitations) exemptions approved on December 6, 2025, the watchdog said in a Statement.

Between December 3 and 5, the DGCA said, 2,507 flights were cancelled, and 1,852 flights were delayed, impacting over 3 lakh passengers at airports across the country.

The DGCA says IndiGo had

experienced flight disruptions last month due to "mismanagement of adequate flight crew; inadequate regulatory preparedness at the operator level, and shortcomings in system software support, management structure, & operational control."

"There was an overriding focus on maximising utilisation of crew, aircraft, and network resources,

which led to reduced roster buffer margins.

"The airline's planning processes did not adequately identify operational deficiencies or maintain sufficient operational buffers. There was an overriding focus on maximising utilisation of crew, aircraft, and network resources, which led to reduced roster buffer margins.

"Crew rosters were designed to operate at the limits of permissible duty periods, with increased reliance on dead-heading, tail swaps, extended duty patterns, and minimal recovery margins. This approach compromised roster integrity and operational resilience and adversely impacted the effective implementation of the revised FDTL provisions," the Statement said on Tuesday.

According to the DGCA, the sustained regulatory oversight and corrective measures undertaken by IndiGo Airlines have resulted in the stabilisation of operations and improvement in service reliability.

Following the disruptions last month, DGCA had deployed its officers at IndiGo's Operations

Control Centre (OCC) and at key airports. From December 6 to 30, the regulator deployed two Flight Operations Inspectors (FOIs) along with passenger facilitation personnel. These teams oversaw day-to-day operations, monitored passenger handling and ensured regulatory compliance during the recovery phase. Certain temporary operational exceptions were permitted strictly in the public interest to stabilise the system, without compromising safety, the Statement said.

To date, DGCA said IndiGo has submitted four weekly reports, three fortnightly reports, and has participated in weekly review meetings, providing updated data on all critical operational parameters.

On January 17, DGCA announced slapping fines totalling ₹22.20 crore for the December flight disruptions in December and had also warned CEO Pieter Elbers and two other senior executives for the lapses. It also directed the airline to furnish a ₹50 crore bank guarantee to ensure long-term systemic corrections.

हज के लिए 18 अप्रैल से शुरू होंगी जयपुर एयरपोर्ट से उड़ानें, एक फरवरी से प्रशिक्षण

हज-2026: मुकद्दस सफर के लिए सेहत पहली शर्त, यात्रा के लिए नई गाइडलाइन



पत्रिका न्यूज नेटवर्क
patrika.com

जयपुर. हज यात्रा-2026 के मुकद्दस सफर को सुरक्षित, सुव्यवस्थित और सुगम बनाने के लिए केंद्रीय हज कमेटी ने नई गाइडलाइन जारी की है। इन दिशा-निर्देशों के तहत इस बार हज पर वही यात्री जा सकेंगे, जो चिकित्सकीय रूप से पूरी तरह स्वस्थ होंगे। कमेटी ने स्पष्ट किया है कि यात्रियों की सेहत को प्राथमिकता देते हुए सभी चयनित हज यात्रियों के लिए नया मेडिकल फिटनेस सर्टिफिकेट अनिवार्य किया गया है। हज के लिए 18 अप्रैल से जयपुर एयरपोर्ट से उड़ानें शुरू होंगी।

गाइडलाइन के अनुसार गंभीर बीमारियों से पीड़ित व्यक्तियों को हज यात्रा-2026 की अनुमति नहीं दी जाएगी। इसमें डायलिसिस पर चल रहे किडनी मरीज, हार्ट फेल्योर, ऑक्सीजन पर निर्भर रोगी, गंभीर फेफड़ों की बीमारी, लिवर सिरोसिस या फेल्योर, गंभीर मानसिक या न्यूरोलॉजिकल रोग, डिमेंशिया से पीड़ित, संक्रामक रोगों से ग्रसित



गलत फिटनेस सर्टिफिकेट पर होगी कार्रवाई

राजस्थान राज्य हज वेलफेयर सोसायटी के महासचिव हाजी निजामुद्दीन ने बताया कि इस बार नए नियम लागू कर यात्रा में बदलाव किए गए हैं। नए नियम के मुताबिक जो चिकित्सक गलत फिटनेस सर्टिफिकेट जारी करेंगे, उन पर भी कार्रवाई की जाएगी और यात्रियों को सफर

व्यक्ति, वायरल हेमरेजिक फीवर तथा कैंसर के वे मरीज शामिल हैं, जो

गंभीर बीमार और अंतिम तीन माह की गर्भवती महिलाओं को अनुमति नहीं

की इजाजत नहीं मिलेगी। हज हाउस की व्यवस्था पूरी तरह से सुचारू रहे। इसके अलावा अधिशासी अधिकारी वहां हमेशा उपलब्ध रहें। एक फरवरी को यात्रियों की सुविधा के लिए कर्बला स्थित हज हाउस में प्रशिक्षण शिविर भी सुबह नौ बजे से आयोजित होगा।

कीमोथेरेपी या इम्युनिटी कम करने वाला इलाज ले रहे हों।

खास-खास

- राजस्थान से कुल 4792 आवेदन
- 212 आवेदन रद्द हो गए
- जयपुर से 735 के यात्री

सुविधाओं में इजाफा

हज यात्रियों की सुविधा बढ़ाने के लिए इस वर्ष कई नई व्यवस्थाएं भी की गई हैं। हर हज यात्री को स्मार्ट वॉच उपलब्ध कराई जाएगी, जिससे लोकेशन, समय और अन्य जरूरी जानकारियों में सहायता मिलेगी। मक्का के मीना क्षेत्र में सोफा-कम-बेड की सुविधा भी दी जाएगी।

महिलाओं के लिए भी स्पष्ट दिशा-निर्देश जारी किए गए हैं। गर्भावस्था के अंतिम तीन महीनों वाली महिलाएं हज यात्रा के लिए पात्र नहीं होंगी।



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THE TELEGRAPH

KOLKATA

20 JANUARY 2026

IndiGo action ire

■ **MUMBAI:** The Federation of Indian Pilots (FIP) on Monday criticised aviation regulator DGCA for imposing a "very meagre" penalty of ₹22.20 crore on IndiGo for the large-scale flight disruptions that impacted lakhs of travellers in December, saying safety of passengers and aircraft cannot be "traded off". The federation questioned the flight cancellation period considered in the probe by the regulator. [rrn](#)

Air cargo to Iran doubles, US tariff may hit India hard

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Hyderabad: India's air cargo sector is facing fresh headwinds as US President Donald Trump's proposal to impose a 25% tariff on countries trading with Iran threatens to disrupt emerging trade routes. The proposed tariff comes at a time when India's air cargo movement to Iran surged sharply, registering nearly 200% growth over the past five years. In fact, India is among Iran's top five trade partners in recent years.

Data from the Directorate General of Civil Aviation (DGCA) shows that air cargo shipments from India to Iran stood at 563 tonnes in 2023, but jumped to nearly 1,200 tonnes within the first nine months of 2025 (Jan-Sept). The pace of growth is striking — during the entire year of 2021, India exported 661 tonnes of air cargo to Iran, a figure that nearly doubled within just a few years amid stronger cooperation between the two countries.

Relief airlift

While the Chabahar port took centre-stage over the past week as a key alternative trade route between India and Afghanistan, air cargo also played a key role, particularly in transporting pharmaceuticals, tea and rice as part of humanitarian aid. Freight forwarders even offer express 3-day and standard 6-day services for parcels and commercial goods such as textiles, machinery and food products between

the two countries.

According to the Indian embassy in Tehran, major Indian exports include rice, tea, sugar, pharmaceuticals, man-made staple fibres, electrical machinery and artificial jewellery, while imports from Iran largely comprise dry fruits, organic and inorganic chemicals, and glassware.

Tariff concerns

Members of the Federation of Freight Forwarders' Associations in India (FFFAI) stated that Trump's move could adversely impact India, which is already facing rising tariffs on its exports to the US. The introduction of additional tariffs would negatively affect bilateral trade, weaken the competitiveness of Indian products in the American market, and increase costs for exporters.

"Hyderabad is one of the major contributors of pharmaceutical exports to Iran, while rice shipments from Andhra Pradesh also form a significant part of this trade. Trump's policy moves are therefore expected to have a substantial impact on India. Given India's strong trade and cultural ties with Iran, such measures could deal a blow to Indian exporters and disrupt long-standing economic relationships," S Anil Kumar, vice chairman, FFFAI, told TOI.

In stark contrast, air cargo volumes from India to the United States slumped to a 9-year low. DGCA data shows that cargo movement to the US fell to around 6,100 tonnes in 2025, the lowest level since 2016.





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THE TIMES OF INDIA

DELHI

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Air India's Boeing 777 stuck in Nagpur depot for servicing for 6 years set to take off in Feb

Nagpur: A Boeing 777 aircraft (VT-ALL) of Air India that landed at Air India Engineering Services Limited (AIESL) maintenance, repair and overhaul (MRO) depot in Nagpur in Feb 2020 for mandatory servicing may finally take off six years later in Feb this year, sources said. TNN