

# After Delhi Airport Glitch, AAI to Get Cyber Security Division

**TO BE SET UP ON URGENT BASIS GIVEN THREATS ON INFRA** Authorities probing whether Delhi Air Traffic Control system was compromised by a cyber attack on November 6

Manu Pubby

**New Delhi:** A new cyber security division is being urgently set up within the Airport Authority of India (AAI) amid an ongoing probe on whether the Delhi Air Traffic Control system was compromised by a cyber attack on November 6, ET has reliably learnt.

While the security investigation is still ongoing, sources said it was felt there should be no delay in creating such a division and changing protocols from a security perspective, given the threats on the country's infrastructure. The division, though housed in the AAI, will work closely with security agencies and cyber bodies.

Air traffic operations at the Delhi airport were disrupted for several hours on November 6, following a

## REASON NOT KNOWN

**Cause behind glitch, which led to a failure of the Aeronautical Message Switching System, is still not clear**

technical glitch in the message handling and switching system.

**The new division, likely to be headed by an executive director-level officer, will work in coordination with the Indian Computer Emergency Response Team and will bring in outside experts to manage cyber threats, ET has gathered.**

In the aftermath of the November 6

## New Messaging System to Replace 'Failed' AMSS

Aeronautical Message Switching System (AMSS) failed on Nov 6

incident, a special team, including members from the National Critical Information Infrastructure Protection Centre, Electronics Corporation of India and intelligence agencies, was formed to investigate if security was compromised in any manner.

The cause behind the glitch,

which led to a failure of the Aeronautical Message Switching System (AMSS), is still not clear. All possibilities, including a deliberate attack, are being probed and the division is being set up as a precaution for the future, said a source.

In addition, AAI is shifting to a

Trials are ongoing and new standard operating procedures being evolved

AMHS used by 48% countries worldwide

Implementation process of a pan-India Aeronautical Message Handling System (AMHS) to replace AMSS underway

new messaging system to replace AMSS. Sources said the implementation process of a pan-India Aeronautical Message Handling System (AMHS) to replace AMSS is underway. Trials are ongoing and new standard operating procedures are being evolved.

## PLANNING FOR FUTURE

**All possibilities, including a deliberate attack, are being probed; new division is being set up as a precaution for the future**

AMHS is the latest technology option in the market and is used by 48% countries worldwide.

The technical glitch at the Delhi airport started at 11am on November 6, when "latency" was observed in the processing of Air Traffic Service (ATS) messages, with transmissions getting through with a 17-minute delay. AAI acted

swiftly to rectify the fault but the inhouse team was unable to fix it. By 6pm, messages were getting delayed by 30-45 minutes. Following this, an ECIL team, which has built the system and is required to maintain it, was brought to the airport at around 9:30 pm, which managed to finally resolve the fault. Regular transmissions were achieved just after 11 pm on November 6.

The delay in transmissions meant that ATS messages, including flight plans, could not be transmitted to connected agencies like the Air Force Military Liaison Unit and Oceanic Control Center. This led to delays in mandatory clearances, including air defence clearances. The delays at the Delhi airport had a cascading effect on air operations in the entire northern region, including Lucknow, Jaipur and Chandigarh.



# Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

21 NOVEMBER 2025

## Jewar airport set for final security check

**PRESS TRUST OF INDIA**  
Noida, November 20

**SENIOR AVIATION OFFICERS** on Thursday reviewed the readiness of the upcoming Noida International Airport at Jewar, with the final security vetting scheduled later this week, officials said.

A high-level meeting was held at the airport site in the presence of DGCA Director General Faiz Ahmed Kidwai, officials from the Ministry of Civil Aviation, Bureau of Civil Aviation Security (BCAS), Airports Authority of India (AAI), according to officials.

The meeting also had rep-

resentatives of the Uttar Pradesh Civil Aviation Department, CISF, Noida International Airport CEO Rakesh Singh, Noida International Airport CEO Christoph Schnellmann, COO Kiran Jain, they said.

"BCAS will conduct the final security vetting of Jewar airport on November 24. After the issuance of security clearance, DGCA will proceed to issue the aerodrome licence," Airport's nodal officer Shailendra Bhatia said.

The inspection focused on various operational, security and regulatory parameters ahead of the aerodrome licens-

ing stage, he added.

The Noida International Airport at Jewar, being developed in phases, will begin operations with one runway and one terminal, and is designed to handle 12 million passengers annually in its first phase.

The greenfield project is expected to commence operations soon but its official launch date for phase one is yet to be announced.

### DGCA-stakeholders meet over crew duty, rest next week

DGCA has convened a meeting with airline operators

and pilots' bodies in New Delhi next week to discuss various issues related to the cockpit crew's duty and rest norms following the regulator making certain relaxations, including allowing more night landings and duty time extension for two-pilot Boeing 787 Dreamliner aircraft operations.

The latest flight duty time limitation norms, which entail increased weekly rest periods to 48 hours, extension of night hours, and limiting the number of night landings to only two as against six earlier were initially opposed by the domestic airlines, including IndiGo and Air India.

# AAI plans to open second pick-up point at airport in Dec. after multiple delays

The plaza project was scheduled to be completed by October 2024. However, the project has seen delays with passengers having to take a long walk or a buggy to reach the multi-level car parking

## PORT CALL

**Sunitha Sekar**  
CHENNAI

**T**he ongoing plaza work at Chennai airport has missed yet another deadline and will be ready only by December. This means, air passengers have to keep waiting for another month to have access to a pick-up point near the terminals for taking cabs.

At present, arriving passengers either walk or take a buggy to the multi-level car parking to board cabs and most of them are upset over this arrangement. If the plaza is opened, then passengers can hail a cab at this spot.

The plaza project commenced in 2023 targeting launch by October 2024. But the project has been behind schedule, missing the deadlines. It now appears that the facility would be completed only in December.

### Advance stages

Officials of Airports Authority of India (AAI) said, the work is in advanced stages of completion. "When the plaza is ready, we have to hold discussions with the existing car



**Much-awaited:** Finishing touches are being given to the plaza at the Chennai airport. Once opened, it will help air passengers to hail a cab without much hassles. R. RAVINDRAN

parking contractor before starting the pick-up point so that there are no legal issues later. Meanwhile, we will also carry out trials for change of traffic flow. Then, we have to ask the AAI headquarters in New Delhi for a date for the inauguration of the plaza," an official said.

Vidyasagar Jagadeesan, a frequent flyer said, a long walk or wait for a buggy aside, one of the main issues is the lifts in the parking facility, which aren't sufficient to handle the crowds during peak hours.

"The lifts should have been substantially large

keeping in mind that passengers will carry multiple bags or trolleys," he said. Also, a small project like a plaza shouldn't have been delayed by a year, he added. "When authorities announce a deadline, people have expectations and look forward to it. We hope that at least by December end, the plaza will be open," he said.

### New contractor

It is to be noted that after the contract which AAI had with the previous firm running the multi-level car parking facility was terminated, AAI has now taken

over the facility. A new car parking contractor has been roped in who has been controlling the traffic and pick-up and drop-off within the airport premises. The multi-level car parking facility was built as a mall and parking space.

Now that the contract with the previous firm has been terminated, AAI has been reviewing the decision on a few other aspects like the contracts with the existing shop owners in the mall and whether or not to bring on board a master concessionaire at a later point for managing the mall.



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THE STATESMAN

KOLKATA

20 NOVEMBER 2025

## Kolkata Airport posts highest FY24 profit in India

**UNITED NEWS OF INDIA**  
*Kolkata, 19 November*

Kolkata airport, which has no direct aerial connectivity with Europe and America, has achieved the highest profit among all 137 Airports Authority of India (AAI) operated airports for the financial year 2024-25, with a profit of approximately Rs 670 crore.

This record profit was achieved despite a marginal 3 percent drop in its revenue to Rs 1,527.51 crore with 77 percent of the revenue coming from aeronautical charges, official sources said. Kolkata airport or Netaji Subhas Chandra Bose International Airport's profit in 2024-25 was two-and-a-half times that of Chennai, the second on the list.



The higher profit came despite a slight 3 pc dip in revenue from Rs 1,578.6 crore in 2023-24 to Rs 1,527.5 crore in 2024-25. Of the earnings, about 77 percent of the revenue came from aeronautical charges as the airport handled nearly 1.5 lakh flights and 2.2 crore passengers.

The average passenger per flight count at 152 in 2024-25

also surpassed the previous highest of 146 in 2023-24. The average passenger count per flight in 2019 was 143 flyers (before Covid-19) and in 2023 and 2022 (post Covid-19), the average passenger count per flight was 129 and 123, respectively.

NSCBI Director Vikram Singh said the achievement was possible owing concerted efforts among the stakeholders and extra vigilance to stop leakage of funds for unnecessary gadgets. He hoped the revenue and profit would also go up in future with new flights being added to destinations like China and Cambodia.

IndiGo, India's largest airline by passenger volume and fleet, has commenced direct flights between Kolkata and Siem Reap, marking the

first air link between India and Cambodia by an Indian carrier. The thrice-weekly service, launched on 13 November, is operated using Airbus A320neo aircraft and expands IndiGo's international footprint to 46 destinations.

Siem Reap, Cambodia's second-largest city and gateway to the UNESCO-listed Angkor Wat, is expected to attract growing volumes of Indian leisure and cultural travellers. Cambodia offers simplified entry through visa on arrival and e-visa options, further easing access for Indian tourists.

IndiGo on 26 September began direct flight to China after a five-year hiatus, between India and mainland China with the launch of a daily non-stop service from Kolkata to Guangzhou.



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AMAR UJALA

DELHI

21 NOVEMBER 2025

## 30 तक नोएडा एयरपोर्ट को मिल सकता है एयरोड्रम लाइसेंस

ग्रेटर नोएडा। नोएडा एयरपोर्ट के उद्घाटन के साथ ही दिसंबर में कॉमर्शियल फ्लाइट शुरू करने के लिए कवायद तेज हो गई है। यूपी सरकार में अपर मुख्य सचिव नागरिक उड्डयन दीपक कुमार की मीजूदगी में बृहस्पतिवार को रही उच्चस्तरीय बैठक में यह तय हो गया है कि 30 नवंबर तक एयरोड्रम लाइसेंस मिल जाएगा। इसके लिए 24 नवंबर को ब्यूरो ऑफ सिविल एविएशन सेफ्टी (बकास) संपूर्ण सेवाओं के लिए सुरक्षा जांच नोएडा एयरपोर्ट पर करेगा। कार्गो सेवा के लिए बकास पहले ही सर्टिफिकेट नोएडा एयरपोर्ट को दे चुका है।

बृहस्पतिवार दोपहर में नोएडा एयरपोर्ट पर रही उच्चस्तरीय बैठक में यमुना प्राधिकरण के अलावा नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड-नायल, महानिदेशक नागरिक उड्डयन-

अपर मुख्य सचिव नागरिक उड्डयन ने डीजीसीए के अधिकारियों के संग नोएडा एयरपोर्ट पर की बैठक

डीजीसीए, एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) और बकास के अधिकारी भी शामिल रहे। एक अधिकारी ने बताया कि बैठक का उद्देश्य एयरपोर्ट के कॉमर्शियल ऑपरेशन के लिए तैयार होने के लिए जरूरी सभी बिंदुओं पर विमर्श करना था। इस दौरान कुछ मुद्दे उठे जिनका निस्तारण कर दिया गया है। डीजीसीए दो दिन से अपना ट्रायल कर ही रहा है। सुरक्षा से जुड़े जो उपकरण नए आए हैं। उनकी भी टेस्टिंग डीजीसीए और बकास की टीम कर रही है। बैठक में अपर मुख्य सचिव ने स्पष्ट कहा है कि एयरोड्रम लाइसेंस के लिए जो भी औपचारिकताएं हैं। ब्यूरो



# Corporate Communications Directorate

AMAR UJALA

DELHI

21 NOVEMBER 2025

## 30 तक मिल सकता है नोएडा एयरपोर्ट को एयरोड्रम लाइसेंस अपर मुख्य सचिव नागरिक उड्डयन दीपक कुमार की डीजीसीए के अधिकारियों के साथ हुई नोएडा एयरपोर्ट पर बैठक

ग्रेटर नोएडा। नोएडा एयरपोर्ट के उद्घाटन के साथ ही दिसंबर में कॉमर्शियल फ्लाइट शुरू करने के लिए कवायद तेज हो गई है। यूपी सरकार में अपर मुख्य सचिव नागरिक उड्डयन दीपक कुमार की मौजूदगी में बृहस्पतिवार को हुई उच्चस्तरीय बैठक में यह तय हो गया है कि 30 नवंबर तक एयरोड्रम लाइसेंस मिल जाएगा। इसके लिए 24 नवंबर को ब्यूरो ऑफ सिविल एविएशन सेफ्टी (बकास) संपूर्ण सेवाओं के लिए सुरक्षा जांच नोएडा एयरपोर्ट पर करेगा। कार्गो सेवा के लिए बकास पहले ही सर्टिफिकेट नोएडा एयरपोर्ट को दे चुका है।

बृहस्पतिवार दोपहर में नोएडा एयरपोर्ट पर रही उच्चस्तरीय बैठक में



यमुना प्राधिकरण के अलावा नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड-नायल, महानिदेशक नागरिक उड्डयन-डीजीसीए, एयरपोर्ट अथॉरिटी ऑफ इंडिया (एएआई) और बकास के अधिकारी भी शामिल रहे। एक अधिकारी

### अपर मुख्य सचिव ने देखा एयरपोर्ट पर काम

अपर मुख्य सचिव दीपक कुमार ने एयरपोर्ट पर अधिकारियों के साथ निरीक्षण कर काम और उद्घाटन की तैयारियां देखीं। इस दौरान वह डोमेस्टिक और इंटरनेशनल दोनों ही लाउंज पर गए। कार्गो सेवा के लिए भी बन रहे हब के बारे में उन्होंने जानकारी ली। उन्हें बताया गया कि ऑपरेशन की तैयारियों को चेक करने के लिए लगातार मांक ट्रायल किए जा रहे हैं। इसमें यात्रियों के रूप में कर्मचारी और उनके परिवार के लोगों को सामान के साथ यहां बुलाया जाता है। इससे बोर्डिंग, डी-बोर्डिंग जैसी प्रक्रिया की उचित तरीके से जांच हो पाती है।

ने बताया कि बैठक का उद्देश्य एयरपोर्ट के कॉमर्शियल ऑपरेशन के लिए तैयार होने के लिए जरूरी सभी बिंदुओं पर विमर्श करना था। इस दौरान कुछ मुद्दे उठे जिनका निस्तारण कर

दिया गया है। डीजीसीए दो दिन से अपना ट्रायल कर ही रहा है। सुरक्षा से जुड़े जो उपकरण नए आए हैं। उनकी भी टेस्टिंग डीजीसीए और बकास की टीम कर रही है। बैठक में अपर मुख्य सचिव ने स्पष्ट

कहा है कि एयरोड्रम लाइसेंस के लिए जो भी औपचारिकताएं हैं। उन्हें सर्वश्रेष्ठ प्राथमिकता पर पूरा कर लिया जाए।

बैठक में यह तय किया गया कि बकास अपना ट्रायल 24 नवंबर को करेगा। यह ट्रायल सफल रहा तो डीजीसीए एक सप्ताह के अंदर एयरोड्रम लाइसेंस जारी कर देगा। एयरोड्रम लाइसेंस जारी होते ही एयरलाइंस अपनी टिकट बुकिंग जहां शुरू कर पाएंगी। वहीं प्रधानमंत्री कार्यालय को भी उद्घाटन की तारीख तय करने के लिए संपर्क किया जाएगा। बैठक के दौरान इंडिगो और अकासा एयर के अधिकारी भी मौजूद रहे। उनको भी अपनी तैयारियां तेज करने और उड़ानों को शुरू करने के लिए कहा गया है।

## नोएडा इंटरनेशनल एयरपोर्ट ने यूपी में बस नेटवर्क से बढ़ाई क्षेत्रीय कनेक्टिविटी

■ उत्तर प्रदेश के प्रमुख शहरों तक सीधी बस सेवाएं शुरू, यात्रियों को मिलेगी सुविधा

ग्रेटर नोएडा, 20 नवम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) तेजी से क्षेत्रीय परिवहन का प्रमुख केंद्र बनता जा रहा है। यात्रियों की सुविधा और निर्बाध आवागमन के लिए एयरपोर्ट ने उत्तर प्रदेश राज्य सड़क परिवहन निगम (यूपीएसआरटीसी) के साथ महत्वपूर्ण समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए हैं। इसके तहत एयरपोर्ट से उत्तर प्रदेश के प्रमुख सांस्कृतिक, धार्मिक और आर्थिक केंद्रों तक सीधी बस सेवाएं शुरू की जा रही हैं।

इस साझेदारी के तहत शुरू की जा रही प्रमुख रूट्स इस प्रकार हैं:

- ❖ एनआईए- मथुरा - वृंदावन - एनआईए
- ❖ एनआईए - आगरा - एनआईए
- ❖ एनआईए - हाथरस - एनआईए



❖ एनआईए- अलीगढ़ - एनआईए

इसके अलावा बुलंदशहर, फर्रुखाबाद, फिरोजाबाद, हापुड़, मुरादाबाद और शिकोहाबाद जैसे शहरों तक भी बस सेवाएं शुरू होंगी। इससे पूरे उत्तर प्रदेश में यात्रियों को अंतिम छोर तक कनेक्टिविटी मिलेगी।

यमुना इंटरनेशनल एयरपोर्ट के सीईओ क्रिस्टोफ श्नेलमैन ने कहा कि यूपीएसआरटीसी के साथ यह



साझेदारी यात्रियों के लिए हवाई अड्डे तक आने-जाने को और अधिक सुगम बनाएगी। निर्बाध जमीनी कनेक्टिविटी बेहतरीन यात्री अनुभव देने के लिए जरूरी है। यह कदम हमारी पहुंच, सुविधा और क्षेत्रीय एकीकरण की प्रतिबद्धता को दर्शाता है। एयरपोर्ट ने उत्तर प्रदेश सरकार, परिवहन राज्य मंत्री (स्वतंत्र प्रभार) दया शंकर सिंह और परिवहन विभाग का आभार व्यक्त किया है।

25 से अधिक शहर जुड़े

यह साझेदारी एनआईए को पहले से चल रही हरियाणा रोडवेज, उत्तराखंड परिवहन निगम और दिल्ली परिवहन निगम के साथ भागीदारी का विस्तार है। इनके जरिए दिल्ली, गुरुग्राम,

फरीदाबाद, चंडीगढ़, देहरादून, हरिद्वार आदि 25 शहरों से भी सीधी बस कनेक्टिविटी उपलब्ध है। फिलहाल नोएडा इंटरनेशनल एयरपोर्ट चार राज्यों के 25 से अधिक शहरों से सीधे बस मार्ग से जुड़ चुका है। पहले चरण में एक रनवे और एक टर्मिनल के साथ यह एयरपोर्ट सालाना 1.2 करोड़ यात्रियों को संभालने में सक्षम होगा। चौथे चरण के पूरा होने पर यह क्षमता बढ़कर 7 करोड़ यात्री प्रतिवर्ष हो जाएगी।

क्षेत्र का प्रमुख हवाई द्वार बनने की दिशा में तेजी से बढ़ते नोएडा इंटरनेशनल एयरपोर्ट ने सार्वजनिक परिवहन के मजबूत नेटवर्क से घरेलू व अंतरराष्ट्रीय यात्रियों दोनों के लिए सुगम यात्रा सुनिश्चित कर दी है।



# Corporate Communications Directorate

DESHBANDHU

DELHI

21 NOVEMBER 2025

## एयरपोर्ट से वाणिज्यिक उड़ानें शुरू करने को लेकर हुई उच्चस्तरीय बैठक

### ■ अधिकारियों ने नोएडा इंटरनेशनल एयरपोर्ट का किया निरीक्षण

ग्रेटर नोएडा, 20 नवम्बर (देशबन्धु)। नोएडा एयरपोर्ट के लिए 30 नवम्बर तक एयरोड्रम लाइसेंस जारी हो सकता है। इसके बाद यहां से वाणिज्यिक उड़ानें शुरू करने का रास्ता साफ हो जाएगा। इससे पहले 24 नवम्बर को एक और दौरा सिव्क्योरिटी क्लियरेंस को लेकर होगा। एनआईएएल के नोडल अधिकारी शैलेंद्र भाटिया ने बताया कि 24 नवम्बर को एयरपोर्ट को पूरी सुरक्षा होगी। यदि सभी प्रणालियां मानकों के अनुरूप पाई जाती हैं, तो हवाई अड्डा लाइसेंस- उड़ान संचालन के लिए एयरोड्रम लाइसेंस जारी हो जाएगा। गुरुवार को एयरपोर्ट पर उच्चस्तरीय बैठक हुई। इसमें नागरिक उड्डयन महानिदेशालय (डीजीसीए), उत्तर प्रदेश नागरिक उड्डयन विभाग और केंद्रीय नागरिक उड्डयन मंत्रालय के वरिष्ठ अधिकारियों ने भाग लिया। एनआईएएल, सीआईएसएफ और विभिन्न एयरलाइनों के प्रतिनिधि भी मौजूद थे।

इस दौरान, अधिकारियों ने एयर ट्रैफिक कंट्रोल (एटीसी) टावर और टर्मिनल भवन सहित प्रमुख सुविधाओं का जायजा लिया। अधिकारियों ने बताया कि 3 नवम्बर को हुए पहले के निरीक्षण के दौरान सामने आए सुरक्षा संबंधी छोटो-मोटे मुद्दों का समाधान कर लिया गया है। 24 नवम्बर को होने वाली व्यापक जांच से यह तय होगा कि हवाई अड्डे को निर्धारित समय पर लाइसेंस देने की अनुमति दी गई है या



नहीं। एयरोड्रम मैनुअल के अनुसार, लाइसेंस प्राप्त करने से पहले हवाई अड्डों को कई तरह के मानदंडों को पूरा करना होता है। इनमें प्रमाणित रनवे को मजबूती, सुरक्षा क्षेत्रों का अनुपालन, कार्यात्मक टैक्सोवे और एप्रन, पर्याप्त प्रकाश व्यवस्था और नेविगेशनल सहायता, और अच्छतन मौसम संबंधी तथा वैमानिकी डेटा शामिल हैं। हवाई अड्डों को परिचालन संबंधी तत्परता भी प्रदर्शित करनी होगी।

डीजीसीए ने 31 अक्टूबर को पहले दौर के बाद, 4 नवम्बर को उड़ान अंशोकन परीक्षणों का दूसरा दौर पूरा किया। भारतीय विमानपत्तन प्राधिकरण ने हवाई अड्डे की संचार, नेविगेशन और निगरानी/हवाई यातायात प्रबंधन प्रणालियों की स्थापना की निगरानी की है। अधिकारियों ने



बताया कि टर्मिनल बिल्डिंग का काम पूरा हो चुका है और कई तकनीकी परीक्षण चल रहे हैं। एक पूर्ण परिचालन तत्परता और हवाई अड्डा स्थानांतरण (ओआरएटी) कार्यक्रम चल रहा है, जिसमें सिस्टम जांच, सिमुलेशन और हितधारकों का प्रशिक्षण शामिल है। इसमें बैगेज हैंडलिंग सिस्टम, सुरक्षा उपकरण, चेक-इन काउंटर और बोर्डिंग गेट के परीक्षण शामिल हैं।



## Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

20 NOVEMBER 2025

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### Second airport for Bengaluru shouldn't ignore ecological concerns

Apropos 'South B'luru to house city's 2nd airport: DKS' (Nov 19), while a second airport seems urgent, options to expand KIA remain underexplored, which could relieve pressure without destroying ecosystems. The state's rush to pick a site is billed as vision, yet vision without analysis is mere spectacle. An IISc study reveals Bengaluru's built-up area has grown over 1,000%, green cover has fallen 88%, and water bodies have shrunk from 2,324 ha in 1973 to 696 ha today—a 70% drop. Alarming-

ly, 98% of lakes are encroached, and 90% carry untreated sewage, choking groundwater recharge. If a second airport is unavoidable, it must undergo a thorough environmental impact assessment, favour low-value land, integrate green infrastructure—including lake restoration, rainwater harvesting, and tree cover—and ensure fair compensation for farmers, with public consultation. Development should not blind us to ecological limits.

**K V Chandramouli**, Mysuru



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

## Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 NOVEMBER 2025

# Security beef-up slows departures at Chennai Airport

**HD Bureau**  
CHENNAI

International departures out of Chennai Airport experienced significant delays on Wednesday morning as intensified security screening protocols were enforced in response to a wave of hoax bomb threats. Authorities reported that several flights were held back by 30 to 60 minutes as layers of passenger checks were ramped up ahead of the departure process.

The airport's management disclosed that a five-tier screening system had been in place since a car-bomb explosion

near the capital's historic fort precinct triggered a nation-wide alert and that the ongoing anonymous threat calls had prompted further tightening of outbound procedures.

Long queues formed at security checkpoints in the morning as passengers were required to remove shoes, belts, jackets and outer layers for enhanced scanning.

The surge in screening affected early-morning services for multiple international carriers. Among the flights impacted were those operated by airlines such as Lufthansa to Frankfurt, Emirates to Dubai, AirAsia to

Kuala Lumpur, Singapore Airlines to Singapore, IndiGo to Doha, Thai Airways to Bangkok, Air Arabia to Sharjah and Abu Dhabi, Etihad Airways to Abu Dhabi and Oman Air to Muscat.

Security officials affirmed that the stricter checks will remain until the level of threat subsides, and travellers have been advised to allocate extra time for screening. While the measures mirror practices seen at many busy international airports, the sudden intensification caught some passengers unprepared, contributing to added congestion. Passengers voiced com-



**Long queues formed at security checkpoints in the morning as passengers were required to remove shoes, belts, jackets and outer layers**

plaints about the delays and mentioned that many security staff spoke primarily Hindi, which slowed communication for Tamil- and English-speaking travellers. One passenger described a breach of clarity: "I didn't know I had to take off my jacket and boots; it took extra minutes." The airline sector union has urged that more multilingual staff be deployed at key checkpoints.

The backdrop to the heightened security includes a bomb threat email that targeted multiple airports — including those in Chennai and the capital's airport — and subsequent hoax inci-

dents that spurred national aviation-security agencies into heightened monitoring. Analysts say that although no credible explosion threats have been confirmed at this airport, the precautionary steps reflect growing sensitivity in aviation infrastructure amid a tougher threat environment.

Airport operations executives note that the delays have ripple effects across ground handling, turnaround times, and scheduling, especially during peak international-departure windows. They emphasised that while safety remains paramount, better pre-boarding com-

munication and staff preparedness could ease flow without undermining security integrity.

A senior official at the Central Industrial Security Force attributed the layered protocol to threat-assessment guidelines issued by the Bureau of Civil Aviation Security, stating that "all civil-aviation installations must adopt enhanced screening when threat perception rises". The official added that the airport's handling of passenger traffic would be reviewed with an eye to balancing speed and safety.



# Corporate Communications Directorate

JANSATTA

DELHI

21 NOVEMBER 2025

## नोएडा हवाई अड्डे से यूपी के कई शहरों के लिए शुरू होगी बस सेवा

जनसत्ता संवाददाता  
नोएडा, 20 नवंबर।

नोएडा अंतरराष्ट्रीय हवाई अड्डा (एनआइए) ने गुरुवार को कहा कि उसने उत्तर प्रदेश राज्य सड़क परिवहन निगम (यूपीएसआरटीसी) के साथ एक सहमति पत्र (एमओयू) पर हस्ताक्षर किए हैं। इसके तहत हवाई अड्डे से नोएडा, ग्रेटर नोएडा, गाजियाबाद, आगरा, अलीगढ़, मथुरा, वृंदावन और हाथरस जैसे प्रमुख सांस्कृतिक, धार्मिक व आर्थिक स्थलों के लिए सीधे बस सेवाएं शुरू की जाएंगी।

एनआइए की ओर से एक बयान में कहा गया है कि इस समझौते के तहत, यात्रियों के लिए हवाई अड्डे से आने-जाने में आसानी और सुविधा सुनिश्चित होगी। बयान में कहा गया है कि यह सुविधा बुलंदशहर, फर्रुखाबाद, फिरोजाबाद, हापुड़, हाथरस, मुरादाबाद और शिकोहाबाद जैसे अन्य स्थलों तक के लिए भी उपलब्ध होगी, जिससे उत्तर प्रदेश में यात्रियों के लिए सफर आसान होगा। नोएडा अंतरराष्ट्रीय हवाई अड्डे के सीईओ क्रिस्टोफ स्नेलमैन ने कहा कि हम यूपीएसआरटीसी के साथ साझेदारी करके नोएडा अंतरराष्ट्रीय हवाई अड्डे से

### बसों के मार्ग

हवाई अड्डा-मथुरा-वृंदावन-हवाई अड्डा  
हवाई अड्डा-आगरा-हवाई अड्डा  
हवाई अड्डा-हाथरस-हवाई अड्डा  
हवाई अड्डा-अलीगढ़-हवाई अड्डा

यात्रा को और अधिक सुविधाजनक बनाने के लिए उत्सुक हैं। यात्रियों के उत्कृष्ट अनुभव के लिए निर्वाचन ग्राउंड कनेक्टिविटी आवश्यक है।

यूपीएसआरटीसी के साथ समझौता होने के बाद एअरपोर्ट अब चार राज्यों के 25 से अधिक शहरों से जुड़ गया है। इससे एक मजबूत मल्टीमाडल परिवहन नेटवर्क बना है। यह घरेलू और अंतरराष्ट्रीय दोनों यात्राओं को सहयोग प्रदान करेगा। इससे पूर्व हरियाणा रोडवेज, उत्तराखंड परिवहन निगम और दिल्ली परिवहन निगम सहित राज्य परिवहन एजेंसियों के साथ नोएडा अंतरराष्ट्रीय हवाई अड्डा ने करार किए हैं। इनसे दिल्ली, गुरुग्राम, फरीदाबाद, चंडीगढ़, देहरादून, हरिद्वार जैसे प्रमुख शहर जुड़े हैं।



# Corporate Communications Directorate

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THE TIMES OF INDIA

BANGALORE

20 NOVEMBER 2025

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## Mum airport to shut ops for 6 hours today

**Mumbai:** Mumbai airport will shut operations for six hours on Thursday as both runways will close for the annual, scheduled post-monsoon maintenance work, forcing a complete halt in arrivals and departures between 11 am and 5 pm.

The closure is necessary because Mumbai has intersecting cross runways; any work at the intersection requires shutting both, leaving the airport with no operational runway.

Airlines were informed months in advance and flights have been rescheduled accordingly; passengers booked to fly on Thursday to or from Mumbai would not be affected. But for those who have a family emergency or other urgency which requires them to book and travel on Thursday, the closure will hit hard. TNN



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The shutdown has pushed up last-minute fares sharply. On Wednesday, the 24-hour advance purchase fare for a one-way ticket for travel on Thursday started at Rs 20,000 on the Mumbai-Delhi route, this was for flight that departs at midnight.

For an earlier departure, like 9.30 pm for instance, the fare was Rs 25,000. TNN



# Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

20 NOVEMBER 2025

## Ticket prices soar as 6-hour airport shutdown nears

TIMES NEWS NETWORK

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On Wednesday, the 24-hour advance purchase fare for a one-way ticket for travel on Thursday started at Rs 20,000 on the Mumbai-Delhi route, this was for flight that departs at midnight. For an earlier departure, like 9.30 pm for instance, the fare was Rs 25,000. Then, to fly to places like Mangalore, Madurai, Patna, no seats on non-stop flights out of Mumbai were available; Patna was priced the highest at Rs 27,500 for a 12-hour long journey via Ahmedabad. Among other high-demand routes were Kochi (Rs 23,500), Jaipur (Rs 21,000); north-east destinations like Kolkata and Bagdogra were comparatively priced low with a one-way fare starting around 15,000.

Airports with parallel runways—such as Delhi, Bengaluru and Hyderabad—can carry out maintenance on one runway while keeping the other operational, avoiding a full airport shutdown and an impact on fares.



## Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

20 NOVEMBER 2025

# Regular bomb threats leave airlines in losses

**MANVI VYAS | DC**  
HYDERABAD, NOV. 19

The city's Rajiv Gandhi International Airport (RGIA) received yet another bomb threat on Tuesday morning, the fourth in the last two weeks. The bomb threat email, claiming that a terminal in the airport would be blown up, slowed down airport operations for three hours, leaving passengers stranded.

The email, received by the GMR Arena, claimed that members of "ISIS and LTTE" had planted an IED inside the airport premises. The police, however, did not find any incriminating material during their searches.

"We did not find any incriminating material. However, we could not have neglected threat. A case has been registered and we will trace perpetrator," Airport Police said.

This is the fourth threat

since the Delhi car blast, which also turned out to be a hoax. Officials say such threats leave passengers anxious and cost airlines crores of rupees.

An airport official told *Deccan Chronicle* that hoax bomb threats had become "very frequent" in recent weeks. "Airlines suffer the most, both in terms of manpower and revenue," the official said. Response from airline representatives is awaited.

According to the former general manager of Air Traffic Control (ATC), V. Mallikarjun, even a single bomb threat in a month can cause substantial losses for airlines. "The exact figure can only be assessed by the airlines, but any aircraft—whether on the ground or in the air—will incur losses in such situations," he said, adding that extent of loss depends on the aircraft size, sector, and location.

In 2024, on October 22

alone, 80 flights reportedly received bomb threats

within 24 hours, leaving airlines with an estimated loss of ₹600 crore. "Security checks are part of the Standard Operating Procedure (SOP) during

a bomb threat and cannot be ignored. The losses double when an aircraft already in the air has to be diverted to the nearest safe airport," Mallikarjun said.

He added that diversion-related costs—tickets for passengers from the diverted point to their destination, food and accommodation for stranded travellers—further increase the financial burden. "In diversion cases, the aircraft must land as soon as possible, leading to additional fuel consumption. It also leaves pilots and cabin crew fatigued, as the process is long and stressful," the former ATC chief said.





# Corporate Communications Directorate

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DAINIK JAGRAN

DELHI

21 NOVEMBER 2025

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## एअर इंडिया ने अंतरराष्ट्रीय और घरेलू उड़ानों में नया वैश्विक मेनू पेश किया

नई दिल्ली, एएनआइ : एअर इंडिया ने गुरुवार को अपने यात्रियों के लिए एक नया वैश्विक मेनू लांच किया। इसके तहत अधिकतर अंतरराष्ट्रीय और घरेलू उड़ानों में भारतीय और अंतरराष्ट्रीय व्यंजनों का मिश्रण उपलब्ध होगा। इसमें फर्स्ट क्लास, बिजनेस क्लास, प्रीमियम इकोनोमी क्लास और विशेष आहार विकल्प शामिल हैं। नया मेनू मुख्य रूप से अंतरराष्ट्रीय मार्गों पर शुरू किया गया है। इनमें दिल्ली से लंदन, न्यूयार्क, मेलबर्न, सिडनी, टोरंटो और दुबई, मुंबई और बेंगलुरु से सैन फ्रांसिस्को और मुंबई से न्यूयार्क आदि उड़ानें शामिल हैं। नए मेनू में सभी क्लास के लिए विभिन्न प्रकार के व्यंजन शामिल हैं। विशिष्ट भारतीय व्यंजनों में वेज अवधी थाली में अवधी पनीर अंजीर पसंदा, नानवेज अवधी थाली में मुर्ग मसाला और फर्स्ट एवं बिजनेस क्लास में दक्षिण भारतीय व्यंजन शामिल हैं।



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

21 NOVEMBER 2025

## DGCA will Meet Airlines, Pilots on Crew Duty & Rest Rules Next Week

Press Trust of India

**Mumbai:** Aviation safety regulator DGCA has convened a meeting with airline operators and pilots' bodies in New Delhi next week to discuss various issues related to the cockpit crew's duty and rest norms following the regulator making certain relaxations, including allowing more night landings and duty time extension for two-pilot Boeing 787 Dreamliner aircraft operations.

The latest flight duty time limitation norms, which entail increased weekly rest periods to 48 hours, extension of night hours, and limiting the number of night landings to only two as against six earlier were initially opposed by the domestic airlines, including IndiGo and Air India.

But they were subsequently rolled out by the DGCA following the Delhi High Court's directions, albeit after a delay of over one year and in a phased manner with the first phase in June and second phase this month.

"The DGCA has called a meeting on Monday with the Federation of Indian Pilots (FIP) and Airlines' Pilots Association (ALPA India) to discuss the dissemination to various airlines, which will be followed by another meeting on FRMS," said a source.

The pilots' bodies allege that the tweaking in the FTDL norms, which the Government at the time of their announcement in January 2024 had termed as "historic" and the one which "address pilots' fatigue and enhanced flight safety", has been done to cater to the commercial interest of

private airlines.

The DGCA in September this year had come out with draft guidelines for a fatigue risk management system for airlines, with the proposed framework set to complement the existing flight duty time limitation norms.

"The first meeting apart, the DGCA has also called separate meetings on the same day with airline operators and the FIP and ALPA to discuss the fatigue risk management system," the source said.

The DGCA in September this year had come out with draft guidelines for a fatigue risk management system for airlines, with the proposed framework set to complement the existing flight duty time limitation norms.

In the draft advisory on Fatigue Risk Management System (FRMS) Implementation for Flight Crew Members in Scheduled Air Transport Operations, the regulator said the circular provides detailed guidance on FRMS approval processes, implementation requirements, and oversight mechanisms to enhance flight safety through scientific, data-driven fatigue management approaches that complement existing prescriptive FTDL regulations.

But some of the pilots' bodies, including the Indian Commercial Pilots Association (ICPA), have rejected the draft, saying "the country's distinct operational realities, cultural practices, and ongoing judicial directions on FTDL require extreme caution before transitioning from a prescriptive FTDL regime to a performance-based FRMS framework."

"Since the domestic airlines did not want to implement these new FTDL due to their commercial interest and had to do it only because of the Court's ruling, they are looking for escape routes. If FRMS is implemented, they can very well bypass these regulations and formulate their own schemes, which are suited to their commercial interest rather than the flight safety," alleged the source.

FTDL has gone to the extent of filing a contempt plea against the regulator in Delhi High Court.

In India, only two carriers - Tata Group-owned Air India and IndiGo operate B377. But unlike Air India aircraft, which are registered with the DGCA here, IndiGo B377 being on chartered from a foreign lesser don't come under the Indian aviation safety regulator.

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# Corporate Communications Directorate

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FREE PRESS JOURNAL

MUMBAI

20 NOVEMBER 2025

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## Air India lobbies to use airspace over Xinjiang as financial woes mount

**FPJ News Service**

**MUMBAI**

Air India is lobbying the Indian government to convince China to let it use a sensitive military airspace zone in Xinjiang to shorten routes as the financial toll from a ban on Indian carriers flying over Pakistan mounts, a company document shows, Reuters reported on Wednesday, quoting a company document.

The unusual request comes just weeks after direct India-China flights resumed after a five-year hiatus following a Himalayan border clash between the nations.

Air India has been seeking to rebuild its reputation and

international network after a London-bound Boeing 787 Dreamliner crashed in Gujarat in June, killing 260 people and forcing it to briefly cut flights for safety checks. But that effort is being complicated by the closure of Pakistan airspace to Indian carriers since their diplomatic tensions erupted in late April.

For Air India, the country's only carrier with a major international network, fuel costs have risen by as much as 29% and journey times by up to three hours on some long-haul routes, according to the previously unreported document submitted to Indian officials in late October and reviewed by Reuters.



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 NOVEMBER 2025

## Spicejet completes equity share allotment to Carlyle Aviation

### Lowers liabilities by \$50 million

**PTI**  
MUMBAI

SpiceJet on Wednesday said it has completed allotment of equity shares to global aircraft leasing and financing firm Carlyle Aviation Partners in a move that has helped it shave off Rs 442.25 crore (\$50 million) liabilities from its balance sheet, besides providing long-term financial stability.

On September 11, the company announced reaching a settlement with the firm for the restructuring of its certain lease dues to the tune of \$121.18 million, and said that it would help the carrier secure \$89.5



million liquidity and support its ongoing restructuring efforts. The settlement agreement with CAP also provides for a mechanism under which, in the event lessors realise proceeds above \$50-million from the sale of the issued shares, a portion of such excess will be applied to offset future lease obligations, the airline said. "The Allotment Committee of the Board of Directors, in its meeting held on November 18, approved the issuance of 10,41,72,634 equity shares of

face value Rs 10 each at an issue price of Rs 42.32 per share on a preferential basis under the non-promoter category," the airline said.

Additionally, the agreement entitles SpiceJet to \$79.6 million in cash maintenance reserves for future aircraft and engine maintenance.

"This is an important milestone in our ongoing restructuring efforts and reflects our commitment to building a stronger and financially resilient SpiceJet. The removal of liabilities, combined with access to substantial maintenance reserves and credits, provides us with meaningful support as we continue to revive our fleet and expand operations," said Ajay Singh, CMD, SpiceJet.



# Corporate Communications Directorate

HINDUSTAN

DELHI

21 NOVEMBER 2025

## शारजाह से वाराणसी आ रही फ्लाइट दिल्ली डायवर्ट

बाबतपुर (वाराणसी), संवाद। टंड बढ़ते ही कोहरे ने भी दस्तक दे दी है। इसका असर विमानों के संचालन पर भी पड़ने लगा है। गुरुवार सुबह शारजाह से वाराणसी आ रहा एयर इंडिया का अंतरराष्ट्रीय विमान दिल्ली डायवर्ट कर दिया गया।

एयर इंडिया का आईएक्स 184 शारजाह से वहां के निर्धारित समय के 1:56 बजे उड़ान भरकर बुधवार सुबह 6:45 बजे वाराणसी हवाई क्षेत्र में पहुंचा। इसमें 148 यात्री सवार थे। इस दौरान विमान लगभग आधे घंटे तक

■ खराब मौसम की वजह से वाराणसी एटीसी ने नहीं दी अनुमति

हवा में चक्कर लगाता रहा, लेकिन खराब मौसम से रनवे की दृश्यता सामान्य नहीं होने से एयर ट्रैफिक कंट्रोल (एटीसी) के अधिकारियों ने विमान को उतारने की इजाजत नहीं दी। इस पर चालक दल ने नजदीकी दिल्ली एटीसी से सम्पर्क किया। वहां से अनुमति मिलने के बाद विमान को डायवर्ट कर दिल्ली एयरपोर्ट पर उतारा गया।



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

21 NOVEMBER 2025

Hindustan Times

## Karnataka HC backs ED seizing Mallya flat in Kingfisher Air case

Abhishek Sharan

letters@hindustantimes.com

**MUMBAI:** In a relief for Enforcement Directorate's (ED's) Mumbai unit probing the alleged ₹9,200-crore bank loan-default cases involving fugitive liquor baron Vijay Mallya's defunct airline firm Kingfisher Airlines Limited (KAL), the Karnataka High Court has restored its attachment in June 2016 of a Bengaluru high-end flat, while investigating a case related to alleged unpaid loans worth ₹750 crore of the IDBI Bank, by holding the action as lawful.

Holding ED's attachment of the flat to be lawful in its November 14 order, the HC upheld the agency's challenge against an August 2019 order of the Appellate Tribunal (Prevention of Money Laundering Act), New Delhi, which had quashed the asset's 2016 attachment. The high court set aside the Appellate Tribunal's 2019 order, pointing out that the flat was owned by United Breweries (Holdings) Ltd or UBHL that was then directly or indirectly controlled by Mallya, of which KAL was a fully-owned subsidiary, at the time of the attachment. The high court held that UBHL's earlier 'Agreement To Sell' with a local developer's firm, wherein the latter had paid around ₹18.38 crore, by September 2011, to the former in the form of booking amount and installments, was not legally tenable as it was 'agreement' was unregistered and so, the title did not get transferred. The flat, number 7A with a super built-up area of around 8,321-sq. ft. was among a few under-construction flats located at Kingfisher Tower, Bengaluru, which were attached by the ED on June 11, 2016 as per provisions of the PMLA act in the case. ED's provisional attachment of the flat had earlier been confirmed in December 2016 by the Adjudicating Authority (PMLA).

The developer had however challenged the Adjudicating



Fugitive liquor baron Vijay Mallya.

Authority's 'confirmation' before the Appellate Tribunal, which set it aside, quashing the provisional attachment order. The firm thereafter approached the high court against the Appellate Tribunal's order in October 2019, on grounds that it was "unsustainable in law and on facts."

The court's order ruled in the favour of ED on two key questions, which were involved in the agency's appeal against the 2019 attachment-cancellation order of the Appellate Tribunal, as per the high court's order accessed by HT: 1. Whether the firm could be said to be the owner of flat on the basis of an unregistered 'Agreement To Sell' dated May 21, 2012? 2. Whether the flat could be attached as 'proceeds of crime' under the concept of 'property', which is equivalent in value, under the provisions of Section 20(i) of PMLA, 2002? The high court said that the "payment of the 'almost entire consideration' for the flat, even before the unregistered agreement to sell being executed in favour of the firm by the UBHL, "would cause a huge shadow of doubt of bona fides and genuineness of these transactions."

ED's probe in the IDBI case was based on a CBI case July 2015 FIR against Mallya, KAL and unknown officers of IDBI and others, for allegedly showing undue favour to KAL in the matter of sanction and disbursement of short-term loans. It was alleged that KAL had diverted some of the loan funds, thereby putting the IDBI Bank to a wrongful loss of ₹750 crore.

## Air India lobbies to utilise airspace over China's Xinjiang

Reuters

feedback@livemint.com

**NEW DELHI/HONG KONG:** Air India is lobbying the Indian government to convince China to let it use a sensitive military airspace zone in Xinjiang to shorten routes as the financial toll from a ban on Indian carriers flying over Pakistan mounts, a company document shows.

The unusual request comes just weeks after direct India-China flights resumed after a five-year hiatus following a Himalayan border clash between the nations.

Air India has been seeking to rebuild its reputation and international network after a London-bound Boeing 787 Dreamliner crashed in Gujarat in June, killing 260 people and forcing it to briefly cut flights for safety checks. But that effort is being complicated by the closure of Pakistan airspace to Indian carriers since their diplomatic tensions erupted in late April.

For Air India, India's only carrier with a major international network, fuel costs have risen by as much as 29% and journey times by up to three hours on some long-haul routes, as per the previously unreported document submitted to Indian officials in late October.

The Indian government is



For Air India, fuel costs have risen by as much as 29%.

REUTERS

reviewing Air India's plea to diplomatically ask China to allow an alternative routing and emergency access to airports in case of diversions at Hotan, Kashgar and Urumqi in Xinjiang, aiming to reach US, Canada and Europe faster, the document said.

"Air India's long-haul network is under severe operational and financial strain ... Securing Hotan route will be a strategic option," it added.

The airline, owned by Tata Group and Singapore Airlines, estimated the Pakistan airspace closure's impact on its profit before tax at \$455 million annually—a significant amount given its fiscal 2024-25 loss stood at \$439 million.

The Chinese foreign ministry said it was not aware of the situation and referred *Reuters* to the "relevant authorities".

Air India and civil aviation authorities in India, China and Pakistan did not respond to *Reuters*' queries.

The Chinese airspace Air India is seeking to access is ringed by some of the world's highest mountains of 20,000 ft or more, and is avoided by international airlines due to potential safety risks in case of a decompression incident.

More critically, it also falls within People's Liberation Army's Western Theater Command, which is equipped with extensive missile, drone and air-defence assets and shares some airports with civilian aircraft, military analysts say.

The Pentagon's December report on China's military said the command's responsibilities include responding to any conflict with India.

## With 75 MAXs flydubai bets big on Boeing after Airbus order

**Jagriti Chandra**

DUBAI

“We are always looking to expand”, Dubai-based carrier flydubai’s CEO Ghaith Al Ghaith said moments before it announced a second aircraft agreement in two days, this time for Boeing’s 75 MAXs.

flydubai announced a Memorandum of Agreement with Boeing for 75 737 MAX aircraft, valued at \$13 billion, and options for 75 more aircraft.

“We are always looking at possibilities to expand and improve our operations,” Mr. Ghaith said at the Dubai Airshow 2025.

To a question on whether they were confident in the manufacturer despite



**Higher and higher:** A Flydubai Boeing 737 MAX 8 performs a display flight at Al-Maktoum International Airport. AFP

delays in aircraft deliveries, he replied, “We are very confident in our country, in Dubai, and what lies ahead more than any time ever in my lifetime.”

The multiple orders from the airline, and Emirates’ 65 Boeing 777-9 order at the airshow come amid a huge economic transformation in neigh-

bouring Saudi Arabia including expanded airports and new airlines, including full-service carrier Riyadh Air that started flights to London last month.

On Tuesday, the airline had also announced a 150-aircraft order for Airbus A321 neo. The deliveries are expected to start from 2031 until 2043 and will

help the airline add 15 more seats and fly two hours longer than the current equipment in its fleet.

Along with Emirates, flydubai announced plans to offer Starlink WiFi on its aircraft.

Emirates Group, Chairman and CEO Ahmed bin Saeed Al Maktoum said flydubai was leaving its low-cost roots behind.

“They started as a low-cost airline, that is what we needed at the time,” the chairman told *The Hindu*.

The ‘luxury side’ of Dubai and the changes in the past 15 years since the launch of flydubai in March 2010 compel changes at the airline, he explained.

*(The writer was in Dubai on flydubai’s invitation)*



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

21 NOVEMBER 2025

INDIA LIKELY TO RECIPROCATE SOON

## Pak extends ban on Indian airlines, aircraft till Dec 24

**Sukalp Sharma**  
*New Delhi, November 20*

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

India, too, is expected to extend its ban on Pakistani airlines and aircraft for the corresponding period, taking the neighbours' reciprocal airspace bans for each other's aircraft into their eighth month.

The new NOTAM issued by Pakistan is similar to the previous notices, except for the effective duration of airspace closure. Islamabad will keep the Pakistani airspace closed to In-

dian airlines and aircraft, including military flights, till 05:29 AM India time on December 24.

With a deterioration in relations between New Delhi and Islamabad after the Pahalgam terror attack in April, Pakistan initiated an airspace closure on April 24. Initially for one month, this ban prohibited Indian aircraft and airlines from overflying Pakistani airspace. India responded on April 30, closing its airspace to Pakistani aircraft and airlines.

Since then, both countries have extended these closures by issuing NOTAMs on a monthly basis. Their respective airspaces remain open for overflying by airlines and aircraft from other countries.



# Corporate Communications Directorate

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MILLENNIUM POST

DELHI

21 NOVEMBER 2025

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## DGCA to meet operators, pilots' bodies over crew duty, rest norms next week

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**MUMBAI:** Aviation safety regulator DGCA has convened a meeting with airline operators and pilots' bodies in New Delhi next week to discuss various issues related to the cockpit crew's duty and rest norms.

The latest flight duty time limitation norms, which entail increased weekly rest periods to 48 hours, extension of night hours, and limiting the number of night landings to only two as against six earlier were initially opposed by the domestic airlines, including IndiGo and Air India.

But they were subsequently rolled out by the Directorate General of Civil Aviation (DGCA) following the Delhi High Court's directives, albeit after a delay of over one year and in a phased manner with the first phase in June and second phase this month.

"The DGCA has called a meeting on Monday with the Federation of Indian Pilots (FIP) and Airlines' Pilots Association (ALPA-India) to discuss the dispensation to various airlines, which will be followed by another meeting on FRMS," said a source. PTI



# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

21 NOVEMBER 2025

## एयर इंडिया के यात्रियों को मिलेगा जापानी 'टेप्पनयाकी', मसाला दाल-खिचड़ी का स्वाद

नई दिल्ली, 20 नवम्बर (एजेंसी): टाटा समूह की विमान सेवा कंपनी एयर इंडिया ने आज अपनी उड़ानों के लिए नया मेनू पेश करने की घोषणा की।

एयरलाइंस के अनुसार यात्री घर जैसी मसाला दाल-खिचड़ी और स्टफ्ड परांठे के साथ कॉन्टिनेंटल व्यंजनों का भी लुत्फ उठा सकेंगे। यह मेनू शैफ संदीप कालरा ने तैयार किया है जो हाल ही में एयर इंडिया से जुड़े हैं।

भारत से रवाना होने वाली अधिकतर अंतर्राष्ट्रीय उड़ानों में नया मेनू लागू कर दिया गया है। इसमें 18 तरह के खाने का विकल्प है। एयर इंडिया ने बताया कि धीरे-धीरे इसे सभी अंतर्राष्ट्रीय और घरेलू उड़ानों में लागू किया जाएगा। घर जैसी मसाला दाल-खिचड़ी और स्टफ्ड परांठे बिजनेस क्लास के



यात्रियों को मिलेंगे।

अन्य भारतीय व्यंजनों में फर्स्ट और बिजनेस क्लास में अवधि पनीर-अंजीर पसंद (शाकाहार अवधि थाली), मुर्ग मुसल्लम (मांसाहार अवधि थाली) और दक्षिण भारतीय थाली उपलब्ध होगी।

प्रीमियम इकोनॉमी क्लास में राजस्थानी बेसन चिल्ला, मालाबारी चिकेन कड़ी और मलाई कोफ्ता परोसा जाएगा। अंतर्राष्ट्रीय व्यंजनों में फर्स्ट क्लास के यात्रियों के लिए जापानी टेप्पनयाकी कटोरी, साइट्रस टाइगर प्रॉन और ऑरिएंटल नापा

कैबेज तथा टोफू रोलमॉप मेनू में शामिल होगा।

वहीं बिजनेस क्लास के यात्रियों के पास सोल के आग में सेंके हुए प्रॉन, मैनीकोट्टी फॉरिस्ट्री और मेडिटरेनियन टैप्स का विकल्प होगा।

युवा वर्ग को ध्यान में रखते हुए बिजनेस क्लास के यात्री चिकेन बीबिम्बैप और माचा डिलाइस का लुत्फ उठा सकते हैं। यात्रियों के पास विशेष विकल्पों में वेगन, गुलेटिन मुक्त और एलर्जी के प्रति संवेदनशील लोगों के लिए विशेष व्यंजन भी होंगे। एयरलाइंस ने बताया कि फर्स्ट क्लास के यात्रियों के पास विशेष प्रकार की थाली के साथ खास मीठे और वाइन व शैंपेन का विकल्प होगा।

बिजनेस क्लास के यात्री कई तरह के व्यंजनों में से चयन कर सकते हैं। वे कस्टमाइज थाली और पेय भी चुन सकते हैं।

## PAK-CLOSURE-HIT AIRLINE EYES SECTOR IN PLA'S INDIA ORBIT

# Air lobbies to use China military airspace

New Delhi/ Hong Kong: Air India is lobbying the Indian government to convince China to let it use a sensitive military airspace zone in Xinjiang to shorten routes as the financial toll from a ban on Indian carriers flying over Pakistan mounts, a company document shows.

The unusual request comes just weeks after direct India-China flights resumed after a five-year hiatus following a Himalayan border clash between the nations.

Air India has been seeking to rebuild its reputation and international network

after a London-bound Boeing 787 Dreamliner crashed in Gujarat in June, killing 260 people and forcing it to briefly cut flights for safety checks.

But that effort is being complicated by the closure of Pakistan airspace to Indian carriers since their diplomatic tensions erupted in late April.

For Air India, the country's only carrier with a major international network, fuel costs have risen by as much as 29 per cent and journey times by up to three hours on some long-haul routes, according to the previously unreported



An Air India Airbus A320-200 aircraft. File picture

document submitted to Indian officials in late October and reviewed by Reuters.

The Indian government is reviewing Air India's plea to diplomatically ask China to allow an alternative routing and emergency access to airports in case of diversions at

Hotan, Kashgar and Urumqi in Xinjiang, aiming to reach the US, Canada and Europe faster, the document said.

"Air India's long-haul network is under severe operational and financial strain.... Securing Hotan route will be a strategic option," it added.

The Chinese airspace Air India is seeking to access is ringed by some of the world's highest mountains of 20,000ft or more, and is avoided by international airlines due to potential safety risks in case of a decompression incident.

More critically, it also falls within the People's

Liberation Army (PLA)'s Western Theatre Command, which is equipped with extensive missile, drone and air-defence assets and shares some airports with civilian aircraft, military analysts say.

The Pentagon's December report on China's military said the command's responsibilities include responding to any conflict with India.

The Chinese foreign ministry said it was not aware of the situation and referred Reuters to the "relevant authorities".

CONTINUED ON PAGE 3 ►

# AI eyes China military airspace

► FROM PAGE 1

Air India and civil aviation authorities in India, China and Pakistan did not respond to Reuters' queries.

The airline, owned by the Tata Group and Singapore Airlines, estimated the Pakistan airspace closure's impact on its profit before tax at \$45 million annually — a significant amount given its fiscal 2024-25 loss stood at \$439 million.

China's military has much greater control of the country's airspace than in most other aviation markets, restricting flight paths. Open-source intelligence tracker Damien Symon said China's military had recently expanded an airbase at Hotan.

China's defence ministry did not immediately respond to a request for comment.

Data from AirNav Radar shows no non-Chinese air-

lines had departed or arrived at Hotan airport in the last 12 months.

Shukor Yusof, founder of aviation consultancy Endau Analytics, said "Air India can try, but it's doubtful China will accede" to access given the region's terrain, lack of emergency airports and possibility of security issues.

Airspace globally has been constricted due to proliferating conflict zones.

US carriers have been banned from flying over Russia since the Ukraine war began in 2022 and pulled out of many US-India routes. That gave Air India a near-monopoly on non-stop flights from India.

But after the Pakistan airspace closure, Air India's Delhi-Washington route was suspended in August. Now other routes are under review, with the direct Mumbai- and Bengaluru to San Francisco

routes "becoming unviable" due to an additional three hours of travel time, including a technical stop in Calcutta, the document said.

A flight from San Francisco to Mumbai on Lufthansa via Munich is now only five minutes longer than on Air India.

"Passengers (are) shifting to foreign carriers due to shorter flight time as they have the benefit of Pakistan overflight," the document said.

Air India estimates the requested Hotan route in China could substantially cut extra fuel requirements and flight times, help restore passenger and cargo capacity it trimmed by as much as 15 per cent on routes like New York- and Vancouver-Delhi, and reduce losses by an estimated \$1.13 million per week.

With no signs of airspace ban easing, Air India also

wants "temporary subsidy till Pakistan airspace opens", the document said.

Air India, which has placed \$70 billion of aircraft orders, is seeking help resolving legacy tax issues.

India's government indemnified the airline against claims payable before selling it to Tata in 2022, but several notices have been received related to old tax liabilities of \$725 million, raising legal and reputation risks, the document said.

A confidential government notice from March, seen by Reuters, showed tax authorities warned of "coercive steps" — which can include freezing of assets — to recover dues of \$58 million in one case.

Contesting such tax demands has led to "additional cashflow burden... despite assurances during disinvestment", the airline said.

Reuters



# Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

20 NOVEMBER 2025

## Revamp kicks off, DGCA may better protect flyers' interest

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**New Delhi:** An old plan to restructure Directorate General of Civil Aviation (DGCA) into a financially and administratively autonomous organisation like SEBI or TRAI has been set into motion as part of a major reform to strengthen aviation safety oversight and better protect air travellers' interests.

A parliamentary panel sought restructuring to give teeth to the civil aviation regulator as air traffic has grown exponentially in the last decade while DGCA battles legacy issues like staff shortage that can't be tackled at the required pace in its current setup.

Based on the parliamentary committee's advice and directions of civil aviation ministry, DGCA prepared a report outlining its proposed restructuring. The report is learnt to have been submitted this week to ministry, including secretary Samir Kumar Sinha who is keen on having an autonomous aviation regulatory body on the lines of telecom and se-

curities market regulators, TRAI and SEBI, respectively. Sources said the restructuring would happen in a "staggered manner" after ministry took a view on DGCA's report.

The proposed restructuring of DGCA into civil aviation authority (CAA) may also put in place a dedicated system to protect consumer interests and ensure grievances are promptly redressed. The proposed CAA with statutory status will also see the latter getting a funding mechanism with options being levying a small charge on flyers. A self-funded regulator not dependent on govt for grants will be able to offer market-linked salaries to attract talent and invest in latest tech for effective oversight.

The idea of having a truly autonomous CAA has been in the works for years but got a push in recent times due to growth in air traffic, with airlines having close to 2,000 planes on order; dozens of new airports opening and the skies getting crowded, thus requiring more safety oversight.