

Tender floated for Bengaluru's second airport plan



Karnataka Infrastructure Minister M B Patil on Friday said the government has floated a tender to prepare a detailed feasibility and strategy report for a proposed second international airport near Bengaluru.

He said officials of the Airports Authority of India have conducted site inspections of three shortlisted locations on the city's outskirts and flagged several challenges. Taking to social media platform X, the minister said a tender has been floated for the feasibility report. Three to four firms have participated in the bidding process. Further decisions will be taken based on the reports submitted by these firms, he added. "After selecting three sites, we called the AAI, and their officials visited all three locations. They pointed out the challenges at each site. To overcome and address those issues, we have called for a tender," he said. The state government had shortlisted two sites on Kanakapura Road and one on Kuni-gal Road. "Once the report comes, we will move forward and examine viability," Patil added.

— PTI

Corporate Communications Directorate

DAINIK BHASKAR

DELHI

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भास्कर खास

सीएम नायब सैनी ने बजट सत्र में किया था ऐलान नए ग्रीन फील्ड हवाई अड्डे की प्रक्रिया शुरू; करनाल और कुरुक्षेत्र के बीच में बनेगा

भास्कर न्यूज़ | चंडीगढ़

600 एकड़ पर विकसित होगा हवाई अड्डा

नए हवाई अड्डे के लिए क्षेत्रफल करीब 600 एकड़ पहला चरण निर्धारित किया गया है। इस परियोजना का उद्देश्य दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे के एक वैकल्पिक हवाई अड्डे के रूप में सुविधा विकसित करना और हरियाणा में हवाई कनेक्टिविटी को मजबूत करना है। परियोजना से जुड़ी सभी आवश्यक औपचारिक मंजूरियां वित्तीय वर्ष 2026-27 तक प्राप्त करने का लक्ष्य रखा गया है।

बढ़ेगी हवाई कनेक्टिविटी

प्रदेश में हवाई कनेक्टिविटी बढ़ेगी। हिस्सार में एयरपोर्ट पहले ही शुरू हो चुका है। करनाल में भी नया हवाई अड्डा बनाया जाए, इससे प्रदेश के लोग हवाई यात्रा कर सकेंगे।
-नायब सिंह सैनी, मुख्यमंत्री, हरियाणा

हरियाणा में नए ग्रीन फील्ड हवाई अड्डे की प्रक्रिया शुरू हो गई है। यह हवाई अड्डा करनाल और कुरुक्षेत्र के बीच में बनाने की योजना है। इसके लिए हरियाणा सरकार ने डीजीसीए और एयरपोर्ट अथॉरिटी को पत्र लिखा है, ताकि हवाई अड्डा बनाने की अनुमति मिल सके। बड़ी बात ये है कि हवाई अड्डे से दो ऐतिहासिक शहर जुड़ जाएंगे। कुरुक्षेत्र में बड़ी संख्या में श्रद्धालु आते हैं और करनाल बासमती चावल का हब है, कई अंतरराष्ट्रीय व राष्ट्रीय स्तर के इंस्टीट्यूट हैं। सरकार का मानना है कि नए हवाई अड्डे को इंदिरा

गांधी अंतरराष्ट्रीय हवाई अड्डे के एक वैकल्पिक हवाई अड्डे के रूप में तैयार किया जा सकेगा। क्योंकि करनाल से दिल्ली की दूरी करीब 125 किलोमीटर है। सीएम नायब सिंह सैनी ने बजट सत्र के दौरान इसका ऐलान किया था, अब इसके लिए अनुमति ली जा रही है। कैबिनेट

मंत्री विपुल गोयल के अनुसार प्रदेश में हवाई कनेक्टिविटी को बढ़ावा देने के लिए लगातार प्रयास चल रहे हैं।

क्षेत्रीय विकास पर भी पड़ेगा प्रभाव: एयरपोर्ट के निर्माण से करनाल, कुरुक्षेत्र और आस-पास के जिलों को सीधा लाभ मिलने की संभावना है। इससे उद्योग, व्यापार और निवेश

के नए अवसर खुल सकते हैं। क्षेत्र में आर्थिक गतिविधियों को गति मिलने के साथ रोजगार के नए अवसर भी पैदा होने की उम्मीद है।

करनाल विमानन क्लब का भी होगा विस्तार: करनाल में पहले से मौजूद नागरिक विमानन क्लब का भी विस्तार किया जा रहा है।

एयरपोर्ट उद्घाटन के साथ प्रधानमंत्री का 2027 के लिए 'शंखनाद'

■ विशाल धर दुवे

ग्रेटर नोएडा, 21 मार्च (देशबन्धु)। एशिया के सबसे बड़े हवाई अड्डों में शुमार नोएडा इंटरनेशनल एयरपोर्ट के उद्घाटन के साथ प्रधानमंत्री नरेंद्र मोदी एक साथ विकास और राजनीति-दोनों मोर्चों पर बड़ा संदेश देने की तैयारी में हैं। माना जा रहा है कि जेवर से होने वाला यह कार्यक्रम केवल बुनियादी ढांचे की उपलब्धि का प्रदर्शन नहीं, बल्कि वर्ष 2027 के उत्तर प्रदेश विधानसभा चुनाव के लिए भाजपा का शुरुआती 'शंखनाद' भी साबित हो सकता है। भारतीय जनता पार्टी के रणनीतिकारों का मानना है कि पश्चिमी उत्तर प्रदेश में यह परियोजना पार्टी के लिए गेम-चेंजर साबित हो सकती है। पार्टी नेताओं के अनुसार गौतम बुद्ध नगर से उठने वाला विकास का संदेश पश्चिम से लेकर पूर्वी उत्तर प्रदेश तक पहुंचेगा और इसकी गूंज आने वाले विधानसभा चुनाव तक सुनाई देगी। पिछले विधानसभा चुनाव में भाजपा ने राम मंदिर और कानून-व्यवस्था जैसे मुद्दों पर जनसमर्थन हासिल किया था, जबकि अब पार्टी विकास को मुख्य चुनावी मुद्दा बनाने की रणनीति पर काम कर रही है।

शिलान्यास के साथ भाजपा के कार्यकाल में होता है उद्घाटन

प्रधानमंत्री मोदी अपने संबोधनों में लगातार यह संदेश देते रहे हैं कि भाजपा जिन परियोजनाओं का शिलान्यास करती है, उनका उद्घाटन भी उसी सरकार के कार्यकाल में होता



है। जेवर एयरपोर्ट इसका ताजा उदाहरण माना जा रहा है। इसी के तहत पार्टी कार्यकर्ता उद्घाटन समारोह को ऐतिहासिक बनाने के लिए व्यापक जनसंपर्क अभियान चला रहे हैं। जेवर से भाजपा विधायक धीरेन्द्र सिंह गांव-गांव जाकर नुक्कड़ सभाएं कर रहे हैं और लोगों से प्रधानमंत्री की जनसभा में शामिल होने की अपील कर रहे हैं। उनका कहना है कि एयरपोर्ट केवल एक परियोजना नहीं, बल्कि क्षेत्र के भविष्य को बदलने वाला अवसर है, जिसके साक्षी बनने के लिए आम लोगों की उपस्थिति आवश्यक है। राजनीतिक रूप से भी यह कार्यक्रम अहम माना जा रहा है, क्योंकि उद्घाटन के अगले ही दिन समाजवादी पार्टी के राष्ट्रीय अध्यक्ष अखिलेश यादव दादरी में जनसभा करने वाले हैं। ऐसे में पश्चिमी उत्तर प्रदेश की राजनीति में दोनों प्रमुख दलों के बीच सीधा मुकाबला देखने को मिल सकता है।

निवेश के साथ युवाओं को मिलेगा रोजगार

जेवर में बन रहा यह एयरपोर्ट पश्चिमी उत्तर

■ पश्चिमी उत्तर प्रदेश की हवा से सधेगा पूर्वी उत्तर प्रदेश

प्रदेश की सबसे बड़ी बुनियादी ढांचा परियोजना है और केंद्र तथा प्रदेश सरकार की प्राथमिकताओं में लंबे समय से शामिल रहा है। विशेषज्ञों का मानना है कि एयरपोर्ट शुरू होने के बाद क्षेत्र में व्यापारिक गतिविधियां तेजी से बढ़ेंगी, औद्योगिक निवेश को गति मिलेगी और युवाओं के लिए रोजगार के नए अवसर खुलेंगे। इससे स्थानीय व्यापारियों, युवाओं और मध्यम वर्ग के मतदाताओं पर सीधा प्रभाव पड़ सकता है।

पांच राज्यों में हो रहे विधानसभा चुनाव तक पहुंचेगी गूंज

राजनीतिक विश्लेषकों का यह भी मानना है कि एयरपोर्ट के उद्घाटन के जरिए भाजपा केवल उत्तर प्रदेश ही नहीं, बल्कि देश के अन्य राज्यों के मतदाताओं को भी संदेश देना चाहती है कि बुनियादी ढांचे के बड़े प्रोजेक्टों के माध्यम से ही भारत को वैश्विक निवेश और आर्थिक प्रगति की दिशा में आगे बढ़ाया जा सकता है। पांच राज्यों में होने वाले विधानसभा चुनावों के बीच जेवर से दिया जाने वाला प्रधानमंत्री का संदेश राष्ट्रीय स्तर पर भी राजनीतिक महत्व रखेगा। कुल मिलाकर, नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन जहां क्षेत्रीय विकास के नए अध्याय की शुरुआत करेगा, वहीं इसे भाजपा की आगामी चुनावी रणनीति के औपचारिक आगाज के रूप में भी देखा जा रहा है।



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अयोध्या इंटरनेशनल एयरपोर्ट के पास अत्याधुनिक रेलवे टर्मिनल बनेगा

■ लखनऊ से अयोध्या तक
विकास की गैट चढ़ जाएंगे
कई गांव, किसान चिंतित

■ ओम प्रकाश सिंह

लखनऊ/अयोध्या, 21 मार्च(देशबंधु)। अयोध्या में विकास की नई लहर के साथ एक आधुनिक परिवहन क्रांति का आगाज होने जा रहा है। दिल्ली-वाराणसी हाई-स्पीड रेल कॉरिडोर बुलेट ट्रेन परियोजना के अंतर्गत लखनऊ से अयोध्या तक एक स्पर लाइन प्रस्तावित है। अयोध्या अंतरराष्ट्रीय हवाई अड्डे के पास अत्याधुनिक रेलवे टर्मिनल स्थापित किया जाएगा। इस योजना के चलते लखनऊ, बाराबंकी व अयोध्या जनपदों के कई गांव विकास की गैट चढ़ जाएंगे। यह स्पर लाइन अयोध्या को हाई स्पीड नेटवर्क से जोड़कर धार्मिक पर्यटन को अभूतपूर्व बल प्रदान करेगी, किंतु विकास को इस महत्वाकांक्षी परियोजना के बीच स्थानीय किसानों के मन में गहरी आशंका व्याप्त है। राम मंदिर निर्माण के दौरान अयोध्या में हुए बड़े पैमाने पर भूमि अधिग्रहण की पीड़ा अभी



ताजा है, जहां अनेक परिवारों को अपनी पैतृक भूमि से वंचित होना पड़ा था। अब नई स्पर लाइन और हवाई अड्डे के समक्ष प्रस्तावित अत्याधुनिक रेलवे टर्मिनल के लिए भूमि अधिग्रहण की प्रक्रिया शुरू होने की संभावना से ग्रामीण क्षेत्रों में असुरक्षा की भावना बढ़ गई है। मुआवजे की व्यवस्था सरकार द्वारा की जाएगी किंतु भूमि विस्थापन का भय, पारिवारिक आजीविका का संकट, खेती-किसानी पर निर्भर जीवन यापन की अनिश्चितता तथा पुनर्वास की चुनौतियां उनके रतों की नींद हराम कर रही है। परियोजना की विस्तृत परियोजना रिपोर्ट मूल रूप पांच साल पहले तैयार की गई थी, जिसे अब संशोधित किया जा रहा है। रिपोर्ट

सेसिंग सर्वेक्षण पूर्ण हो चुका है। निर्माण कार्य अभी प्रारंभ नहीं हुआ है, किंतु भूमि अधिग्रहण एवं अन्य प्रारंभिक चरण इसी सत्र से आरंभ होने की संभावना है। कुल अनुमानित लागत लगभग ढाई लाख करोड़ के बीच है। स्पर लाइन तकनीकी रूप से मुख्य कॉरिडोर से शाखित एक सहायक रेलमार्ग है, जो प्रायः एक ओर से बंद रहती है और विशिष्ट शहर या हवाई अड्डे तक पहुंच प्रदान करती है। अयोध्या में प्रस्तावित टर्मिनल हवाई अड्डे के ठीक सामने होने से यह एकीकृत परिवहन हब के रूप में विकसित होगा, जो आधुनिक भारत की महत्वाकांक्षा को प्रतिबिंबित करेगा। जहां प्राचीन आस्था और समकालीन गति एक साथ संवादित होंगी।



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DESHBANDHU

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नोएडा इंटरनेशनल एयरपोर्ट के पास पांच अस्थाई चौकी

नोएडा, 21 मार्च (देशबन्धु)। गौतमबुद्धनगर पुलिस ने नोएडा इंटरनेशनल एयरपोर्ट के आसपास सुरक्षा और यातायात व्यवस्था को बेहतर बनाने के लिए बड़े कदम उठाए हैं। पुलिस कमिश्नर लक्ष्मी सिंह के निर्देश पर एयरपोर्ट क्षेत्र में पांच नई अस्थायी पुलिस चौकियां बनाई गई हैं। साथ ही सात नए पीसीआर/पीआरवी वाहन भी तैनात किए गए हैं, ताकि लोगों को तुरंत पुलिस मदद मिल सके।

इन स्थानों पर अस्थाई चौकी

पुलिस कमिश्नर ने बताया कि यह कदम एयरपोर्ट जैसे संवेदनशील इलाके में सुरक्षा को और मजबूत करने के लिए उठाया गया है। यहां बड़ी संख्या में यात्रियों का आना-जाना होगा, इसलिए पहले से ही पुख्ता इंतजाम किए जा रहे हैं। नई पुलिस चौकियां माइल स्टोन-32 किलोमीटर, कार्गो टर्मिनल, डोमेस्टिक टर्मिनल, माइल स्टोन-27 किलोमीटर और माइल स्टोन-15 किलोमीटर पर

स्थापित की गई हैं। इन चौकियों का मकसद एयरपोर्ट के अंदर और बाहर दोनों जगह सुरक्षा बनाए रखना है।

- सात नए पीसीआर वाहनों से होगी गश्त
- सगरी को अत्याधुनिक तकनीक से किया गया लैस

इनमें से तीन चौकियां माइल स्टोन-32, कार्गो टर्मिनल और डोमेस्टिक टर्मिनल डोमेस्टिक टर्मिनल पुलिस स्टेशन के अंतर्गत काम करेंगी। वहीं, माइल स्टोन-27 चौकी थाना रबूपुरा और माइल स्टोन-15 चौकी थाना दनकौर के अंतर्गत रहेगी।

एयरपोर्ट के आसपास गश्त करेंगे वाहन

सुरक्षा को और मजबूत करने के लिए सात नए पीसीआर/पीआरवी वाहन दिए गए हैं। ये वाहन एयरपोर्ट और उसके आसपास लगातार गश्त करेंगे। इनमें से एक पीसीआर वाहन यमुना एक्सप्रेस वे पर जेवर टोल से

फतैदा कट तक गश्त करेगा। दूसरा वाहन एयरपोर्ट के मुख्य रास्तों पर निगरानी रखेगा।

इसके अलावा दो पीआरवी वाहन बाहरी क्षेत्रों में सुरक्षा संभालेंगे, जहां गांव और आसपास के इलाके आते हैं। तीन अन्य पीआरवी वाहन जेवर डोमेस्टिक टर्मिनल पुलिस स्टेशन क्षेत्र में गश्त करेंगे। सभी वाहनों में आधुनिक सुरक्षा उपकरण लगाए गए हैं, जिससे किसी भी घटना पर तुरंत कार्रवाई की जा सके।

हाईटेक पुलिसिंग पर होगा जोर

पुलिस के मुताबिक पूरी व्यवस्था को तकनीक के साथ जोड़ा जा रहा है। आधुनिक उपकरणों से लैस पुलिस वाहन और चौकियां किसी भी आपात स्थिति में तेजी से प्रतिक्रिया दे सकेंगी। इंटरनेशनल एयरपोर्ट देश के बड़े और महत्वपूर्ण एयरपोर्ट्स में शामिल होने जा रहा है। ऐसे में यहां सुरक्षा के पुख्ता इंतजाम बेहद जरूरी हैं। पुलिस द्वारा उठाए गए ये कदम इसी दिशा में एक महत्वपूर्ण पहल माने जा रहे हैं।

नोएडा इंटरनेशनल एयरपोर्ट : विकास का रोल मॉडल अब उद्घाटन को तैयार

■ देवेन्द्र सिंह

ग्रैंटर नोएडा, 21 मार्च (देशबन्धु)। देश का सबसे बड़ा ग्रीनफील्ड एयरपोर्ट नोएडा इंटरनेशनल एयरपोर्ट (जेवर) अब सिर्फ एक हफ्तों से कम की दूरी पर है। मार्च 2026 की शुरुआत में डायरेक्टरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) से एरोड्रम लाइसेंस

■ डीजीसीए लाइसेंस के बाद अप्रैल में कार्गो और घरेलू विमान की शुरू होगी फ्लाइट्स

मिलने और बकास की सिक्योरिटी क्लियरेंस के बाद प्रधानमंत्री नरेंद्र मोदी के हाथों इसका उद्घाटन 28 मार्च को होने जा रहा है। घरेलू और कार्गो उड़ानें 15 अप्रैल से शुरू हो जाएंगी। यह वह एयरपोर्ट है जिसने जमीन अधिग्रहण से लेकर विदेशी निवेश और डिजिटल-ग्रीन डिजाइन तक कई रिकॉर्ड बनाए, लेकिन सबसे बड़ा रिकॉर्ड है किसानों की सहमति और बिना विवाद के विकास।

लाइसेंस मिला, उद्घाटन और उड़ान का काउंटडाउन शुरू

6 मार्च 2026 को डीजीसीए ने 'पब्लिक यूज' कैटेगरी में ऑल-वेदर ऑपरेशंस के लिए लाइसेंस जारी कर दिया। बकास ने सुरक्षा व्यवस्था की जांच पूरी कर क्लियरेंस दे दिया। नोडल अधिकारी शैलेंद्र भाटिया ने कहा कि प्रोजेक्ट प्लान के मुताबिक घरेलू यात्री और कार्गो फ्लाइट्स 45 दिनों में शुरू होंगी। यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (यापल) के सीईओ क्रिस्टोफ श्लेनमैन ने इसे 'मोल का पत्थर' बताया। पहले चरण में 1334 हेक्टेयर पर एक 3900 मीटर लंबा रनवे, एक टर्मिनल



बिल्डिंग और 12 मिलियन यात्रियों की सालाना क्षमता तैयार है। पूरा प्रोजेक्ट चार चरणों में 70 मिलियन यात्रियों तक पहुंचेगा।

रिकॉर्ड समय में जमीन अधिग्रहण : किसान आंदोलन वाले जिले में मिसाल

जिस गौतमबुद्ध नगर में घोड़ी-बछेड़ा और भट्टा-पारसूल जैसे किसान आंदोलन पूरे देश में चर्चा में रहे, वहीं नोएडा एयरपोर्ट ने 3060 परिवारों को बिना किसी विवाद के जमीन सौंपी। दिसम्बर 2019 तक 1334 हेक्टेयर अधिग्रहण पूरा, परिवार जेवर बांगर में खुशी से शिफ्ट हो गए। मुख्यमंत्री योगी आदित्यनाथ ने खुद किसानों को बधाई दी थी। नए भूमि अधिग्रहण कानून के तहत यह पहला बड़ा प्रोजेक्ट था जहां किसान सहमति से आगे बढ़े। यह विकास का असली रोल मॉडल है, जहां विरोध की जगह साझेदारी हुई।

पहली बार विदेशी कंपनी को पूरा जिम्मा : ज्यूरिख एयरपोर्ट का ऐतिहासिक कदम

2020 में ज्यूरिख एयरपोर्ट इंटरनेशनल एजी ने सबसे ऊंची बोली (402 रुपए प्रति यात्री) लगाकर 40 साल का कंसेशन एग्रीमेंट हासिल

किया। यह देश का पहला ऐसा एयरपोर्ट है जहां 100 फीसदी विदेशी इक्विटी के साथ विदेशी कंपनी ने निर्माण और ऑपरेशन का अधिकार लिया। पहले नागरिक उड्डयन मंत्रालय की शर्तें विदेशी कंपनियों को मुश्किल बनाती थीं, लेकिन यूपी सरकार ने ग्लोबल टेंडर में बदलाव कर रास्ता खोला। ज्यूरिख ने पहले जीएमआर के साथ बेंगलुरु में हिस्सेदारी की थी, लेकिन जमीन न मिलने पर छोड़ दी, यहां उन्होंने पूरा रिस्क लिया।

अत्याधुनिक डिजिटल और ग्रीन डिजाइन पेपरलेस, कॉन्टैक्टलेस, नेट-जीरो

नोएडा एयरपोर्ट भारत का पहला नेट-जीरो एमिशन एयरपोर्ट बनने जा रहा है। ज्यूरिख को डिजाइन (नॉर्डिक, ग्रिमशा, हैप्टिक के साथ) में स्विस् एंफिशिएंसी और इंडियन हॉस्पिटैलिटी का मेल है।

एक ही टर्मिनल से एंटी-एग्जिट (भारत में पहला)

पूर्ण डिजिटल : डिजि यात्रा ऐप से फंस रिकॉग्निशन बोर्डिंग पास, सेल्फ बैग ड्रॉप, सेल्फ बोर्डिंग गेट।

पेपरलेस और कॉन्टैक्टलेस : टिकट से लेकर चेक-इन तक सब मोबाइल पर, क्यूआर कोड से गेट खुलेंगे।

सस्टेनेबल : कार्बन उत्सर्जन जीरो, ईवी मोबिलिटी, एनर्जी-वॉटर-वेस्ट कम खपत।

यह सिर्फ एयरपोर्ट नहीं, भविष्य का 'एयरपोर्ट सिटी' मॉडल है

आर्थिक क्रांति : लाखों रोजगार और एनसीआर का दूसरा इंजन

पहले चरण में ही हजारों प्रत्यक्ष-अप्रत्यक्ष रोजगार, कार्गो हब से इंडस्ट्री को बूस्ट। पूरा प्रोजेक्ट 29,000 करोड़ से ज्यादा का। एनसीआर को दिल्ली एयरपोर्ट का विकल्प मिलेगा, यमुना एक्सप्रेस वे, मेट्रो और आरआरटीएस से मल्टी-मॉडल कनेक्टिविटी। यूपी की अर्थव्यवस्था में नया अध्याय : जेवर अब एशिया के सबसे बड़े एयरपोर्ट्स में शुमार होगा।

क्यों बनेगा यह विकास का रोल मॉडल?

नवी मुंबई (1997 में मंजूरी, अब जाकर उड़ान), बेंगलुरु (1991-2008), हैदराबाद (1997-2008) जैसे प्रोजेक्ट्स में 10-15 साल लगे, लेकिन नोएडा ने (शिलान्यास 2019 के बाद) चुनौतियों के बावजूद फाइनल लाइसेंस तक पहुंच बनाई। देरी हुई (मूल 2025 टारगेट से 2026), लेकिन किसान सहयोग, विदेशी निवेश, डिजिटल इनोवेशन और ग्रीन टेक्नोलॉजी ने इसे अलग बनाया। यह साबित करता है कि सही नीति, पारदर्शिता और पीपीपी मॉडल से विकास संभव है। योगी सरकार का 'सबका साथ, सबका विकास' यहां जमीन पर उतरा। जब उड़ानें शुरू होंगी, तो न सिर्फ यात्री बल्कि पूरा क्षेत्र उड़ान भरेगा। नोएडा इंटरनेशनल एयरपोर्ट अब सिर्फ एयरपोर्ट नहीं, भारत के इंफ्रास्ट्रक्चर विकास का नया बेंचमार्क है।

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

22 MARCH 2026

नोएडा एयरपोर्ट के लोकार्पण से पहले बनेंगी पांच अस्थायी चौकियां

जागरण संवाददाता, जेवर: नोएडा इंटरनेशनल एयरपोर्ट के संचालन से पहले यात्रियों की सुरक्षा व्यवस्था पर कम्पिन्हेट पुलिस खास ध्यान दे रही है। एयरपोर्ट का 28 मार्च को उद्घाटन के बाद लगभग 20 अप्रैल से घरेलू उड़ानों के साथ इसका संचालन शुरू होने की उम्मीद है। संचालन से पहले यात्रियों की सुरक्षा के लिए गौतमबुद्ध नगर कम्पिन्हेट पुलिस ने एक्सप्रेसवे और एयरपोर्ट पर पांच नई अस्थायी चौकी बनाने का फैसला किया है।



यमुन एक्सप्रेसवे के दिल्ली मुंबई इंटरचेंज पर बनी अस्थायी पुलिस चौकी •

यात्रियों की सुरक्षा के लिए यमुना एक्सप्रेसवे पर दनकौर से जेवर तक प्रत्येक धाना क्षेत्र में एक-एक अस्थायी चौकी बनाई गई है। इन चौकियों पर दो सिपाही और एक सब इंस्पेक्टर की तैनाती होगी। बाद में इन चौकियों को स्थायी रूप से एक्सप्रेसवे के नजदीक (नीचे की ओर) बनाया जाएगा। जिससे एयरपोर्ट आने जाने वाले यात्रियों को पुख्ता सुरक्षा मिल सकेगी। पुलिस चौकियों के बीच में लगातार राउंड करने के लिए सात नई पीसीआर दी गई हैं।

एयरपोर्ट तक एक्सप्रेसवे के आसपास आबादी न होने से दोनों ओर खुला क्षेत्र है। रात में एयरपोर्ट आने

जाने वाले यात्रियों से किसी तरह की आपराधिक बरदात की आशंका को समाप्त करने के लिए अस्थायी पुलिस चौकी बनाने का निर्णय लिया गया है। एक्सप्रेसवे पर दनकौर में 15 किमी माइल स्टोन पर, खजपुरा 25 किमी व जेवर कोतवाली क्षेत्र में 32 किमी माइल स्टोन पर अस्थायी पुलिस चौकियां बने हैं। एयरपोर्ट के अंदर कार्गो टर्मिनल और डोमेस्टिक टर्मिनल पर भी दो अस्थायी चौकी बनाई गई हैं।

अंग्रेजी बोलने में निपुण पुलिसकर्मियों को तैनाती के लिए मिलेगी प्राथमिकता: यमुना एक्सप्रेसवे

के रास्ते आगरा, मथुरा, अयोध्या और बाराणसी तक विदेशी मेहमान यात्रा करते हैं। एयरपोर्ट संचालन के बाद हार्डप्रोफाइल लोगों का आवागमन और भी बढ़ जाएगा। विदेशी यात्रियों की परेशानी को तुरंत समझने और उनसे बर्तालाप के लिए फरटिद्वार अंग्रेजी व विदेशी भाषाओं बोलने व समझने वाली पुलिसकर्मियों को चौकियों पर तैनाती दी जाएगी।

अत्याधुनिक सुरक्षा उपकरणों से तैस होंगी सात पीसीआर: यमुना एक्सप्रेसवे के जेवर टोल से फ्लैड कट और एयरपोर्ट तक पेट्रोलिंग करेंगी। दो पीआरवी यमुना एक्सप्रेसवे

एयरपोर्ट के उद्घाटन की तैयारियों में वर्षा का खलल, दिन-रात होगा काम

जागरण संवाददाता, जेवर: नोएडा इंटरनेशनल एयरपोर्ट के उद्घाटन में एक सप्ताह से भी कम का समय बचा है, लेकिन वर्षा ने कार्यक्रम की तैयारियों में खलल डाल दिया है। बृहस्पतिवार रात और शुक्रवार दिनभर हुई वर्षा और आंधी से जर्मन हेंगर तैयार करने के अलावा कार्यक्रम स्थल पर अन्य सभी तैयारियों को रोकना पड़ा। उद्घाटन 28 मार्च को होना है। शनिवार तक तीन जर्मन हेंगर में से मात्र एक खड़ा हो पाया है। रैली में आने वाले लोगों के लिए रास्ते एवं पार्किंग तैयार करने सहित सभी तैयारियां वर्षा के चलते प्रभावित हुई हैं। शनिवार को दिन और देर शाम तक तेजी से काम चलता रहा।

इंटरचेंज से दयानतपुर, मुक्रीमपुर सिवारा, रामनेर, किशोरपुर, बनवारीबास होते हुए खुर्जा रोड थौरा, नगला हुकूम सिंह, नगला जहनु, कुरैब, रन्हैरा, पाथेही से बंकापुर खुर्जा

आयोजकों की तरफ से मिली जानकारी के मुताबिक, अब दिनरात काम कराते हुए समय से पहले तैयारियां पूरी कर ली जाएंगी।

नोएडा एयरपोर्ट के लोकार्पण कार्यक्रम में प्रधानमंत्री नरेन्द्र मोदी की जनसभा की तैयारियों का काम आयोजकों ने 15 मार्च से ही शुरू करा दिया था। लेकिन वर्षा और तेज आंधी से काम तेजी से पूरा नहीं हो पा रहा। जनसभा स्थल पर लोगों के लिए पंडाल लगाते हुए कुर्सियों की व्यवस्था की जानी है। इवेंट कंपनी की तरफ से जनसभा स्थल पर लगातार सामान फट्टुंचाया जा रहा है, लेकिन बिगड़ते मौसम की वजह से काम तेजी से नहीं हो पा रहा।

रोड तक गस्त करेंगी अत्याधुनिक सुरक्षा उपकरणों से सुसज्जित तीन पीआरवी बहन एयरपोर्ट के डोमेस्टिक टर्मिनल पुलिस स्टेशन क्षेत्र में गस्त करेंगी।

More patrol vehicles and police posts: Security stepped up before inauguration of Noida International Airport next week

Express News Service
Noida, March 21

AHEAD OF the inauguration of Noida International Airport in Jewar on March 28, the Noida Police has stepped up the security arrangements by establishing additional checkpoint posts and deploying more patrol vehicles, officers said on Saturday.

According to officers, the Gautam Buddha Nagar Police has established five temporary police posts and deployed seven additional patrol vehicles around the airport.

"Three of the five posts fall under the newly created Jewar Domestic Terminal Police Station, which handles security inside the airport perimeter. The remaining two have been established in Greater Noida's Rabupura and Dankaur towns," said an officer.

In an official statement, the Gautam Buddha Nagar Police stated that seven Police Response Vehicles (PRV) and Police Control Room (PCR) cars will run round-the-clock beats across a network of expressway stretches and village roads.



At Noida airport. FILE

"Two PRVs alone cover a sprawling outer perimeter threading through hamlets including Dayanatpur, Mukeempur Siwara, Ramner, Kishorpur, Nagla Hukam Singh and Bankpur. One patrol vehicle will be deployed at Yamuna Expressway to Jewar Toll to Falaida Cut and another PCR vehicle will be patrolling at the entry and exit point of the NIA," the officer said.

"All vehicles have been equipped with modern security equipment and personnel are briefed for emergency response," read the official statement.

According to senior police

officers, the presence of police personnel near the airport will also strengthen the sense of security among the general public. To highlight how the airport's proximity to the Yamuna Expressway could facilitate business opportunities, officials at the Yamuna Expressway Industrial Development Authority (YEIDA) pointed to a range of investments in the pipeline. These include a Semiconductor Park, an automobile cluster, and a Medical Device Park — all of which will depend on the Noida International Airport to attract global manufacturers for whom logistics speed is non-negotiable, officials added.

Meanwhile, Rakesh Singh, the Chief Executive Officer (CEO) of Noida International Airport Limited (NIAL), said that the commencement of airport operations was expected to accelerate industrial development in the region.

Stressing the importance of the airport in driving economic growth, the CEO said,

"In addition to passenger flights, the movement of cargo to destinations across the globe

will also become significantly faster. Given that the airport is situated right on the doorstep of the Yamuna Expressway Authority, is poised to emerge as the most secure and convenient destination for investors worldwide. Apart from the Semiconductor Park and the automobile sector, land is also being allocated to companies within the Medical Device Park. Construction activities have already commenced at a rapid pace to facilitate the operationalization of these industries."

Commissioned in 2021 to ease the passenger load on Delhi's Indira Gandhi International Airport (IGI-A), which handled nearly 8 crore fliers in 2024, Jewar airport is expected to handle 1.2 crore passengers annually in its first phase.

Its capacity is expected to rise to 3 crore in phase two and 5 crore in phase three, officials said. Under the Rs 6,500-crore phase of airport operations, Jewar will have one runway and one terminal. However, officials said there are plans to eventually build six runways and four terminals in all.



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JANSATTA

DELHI

22 MARCH 2026

हवाई अड्डे के उद्घाटन की तैयारियों का आज जायजा लेंगे योगी आदित्यनाथ

जनसत्ता संवाददाता
ग्रेटर नोएडा, 21 मार्च।

जेवर में नोएडा अंतरराष्ट्रीय हवाई अड्डे का उद्घाटन प्रधानमंत्री नरेंद्र मोदी 28 मार्च को करेंगे। उद्घाटन के प्रस्तावित लोकार्पण कार्यक्रम की तैयारियों का यूपी के मुख्यमंत्री योगी आदित्यनाथ रविवार को निरीक्षण करेंगे। वहीं, उद्घाटन कार्यक्रम की तैयारियों को लेकर शनिवार को एक उच्च स्तरीय समीक्षा बैठक आयोजित की गई। बैठक के दौरान कार्यक्रम की व्यवस्थाओं, सुरक्षा प्रबंधन, यातायात व्यवस्था, जनभागीदारी और विभिन्न विभागों के बीच समन्वय पर विस्तृत चर्चा की गई। अधिकारियों को प्रधानमंत्री के प्रस्तावित कार्यक्रम को भव्य, सुव्यवस्थित और ऐतिहासिक बनाने के निर्देश दिए गए। जेवर विधायक धीरेंद्र सिंह ने निर्देश दिए कि कार्यक्रम में आने वाले लोगों को किसी भी प्रकार की असुविधा ना हो।

War impact: Airlines warn of grounding, job cuts as costs spiral; seek relief

Rohit Vaid
New Delhi

India-based airlines have warned of fleet grounding, sharp cuts in flight operations and workforce downsizing as surging operating costs threaten to render parts of their network "unviable", according to industry sources who spoke to *businessline*.



The warnings come amid disruptions linked to geopolitical tensions in West Asia, which have triggered volatility in global crude oil markets and driven up fuel costs.

The carriers' concerns were conveyed to the government at a high-level meeting the Federation of Indian Airlines (FIA) had with senior officials of the Ministry of Civil Aviation earlier this week. The FIA represents major carriers including Air India, IndiGo and SpiceJet. The meeting followed multiple representations by the FIA since the war in the Gulf broke.

OPERATIONS TO BE CUT

Accordingly, from March 29, flight operations could be cut 10-15 per cent on a year-on-year basis as well as compared to the ongoing winter schedule, even as the peak summer travel season approaches.

The airlines conveyed to the Ministry that unless immediate relief measures are implemented, mounting cost pressures — led by soaring aviation turbine fuel prices, high airport charges for parking aircraft and regulatory constraints on fares — are pushing the sector towards a financially unsustainable position. The airlines sought urgent government support to ensure the "situation does not spiral", warning that continued stress could trigger job losses and erode connectivity.

REMOVAL OF AIRFARE CAPS

Speaking to *businessline*, several industry sources said that airlines are pushing for the removal of airfare cap and a reduction in airport charges, while seeking relief from elevated jet fuel prices. A senior airline executive, speaking to *businessline*, said the international jet fuel benchmarks, including Platts Arab Gulf assessments, have more than doubled since the war in West Asia began.

The Ministry has so far extended non-financial operational support rather than permitting meaningful cost pass-through measures, industry sources said.

Queries to the Aviation Ministry, the FIA and several airlines remained unanswered till press time.



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DECCAN CHRONICAL

HYDERABAD

21 MARCH 2026

DGCA: Avoid 9 Gulf airspaces

VINEETA PANDEY | DC
NEW DELHI, MARCH 20

The Directorate General of Civil Aviation (DGCA) has advised Indian airlines to avoid the airspace of nine high-risk countries in West Asia amid the ongoing regional conflict.

In an advisory, the regulator asked airlines to refrain from operating in the airspace of Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Qatar and the United Arab Emirates at all flight levels, while allowing operations over Oman and Saudi Arabia under specified conditions. The DGCA clarified that the advisory does not impose a formal restriction but aligns with international

safety standards and the European Union Aviation Safety Agency's conflict zone guidance. Airlines have been advised not to operate below 32,000 feet in parts of Saudi Arabia and Oman and to undertake comprehensive safety risk assessments

before continuing operations in the region.

The regulator warned of heightened risks due to possible

retaliatory actions in the region, including threats from air defence systems, missiles and military activity, along with the risk of misidentification of civil aircraft. It also directed airlines to ensure contingency planning, compliance with Extended Diversion Time Operations norms.





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DECCAN HERALD

BANGLORE

21 MARCH 2026

Airlines oppose govt's 60% free seat selection move

NEW DELHI, PTI: IndiGo, Air India and SpiceJet have raised strong objections to the government's decision asking airlines not to levy any charges for the selection of at least 60% seats on flights, saying the move will force them to hike airfares.

The Federation of Indian Airlines (FIA), which represents the three airlines, has also urged the Civil Aviation Ministry to take steps to withdraw the decision.

On Wednesday, the ministry announced that directions have been issued to the DGCA to direct airlines to allocate a minimum of 60% of seats for selection on any flight free of charge to ensure fair access for passengers. In a letter

written to Civil Aviation Secretary Samir Kumar Sinha on Thursday, the FIA said the direction would have unintended and adverse consequences.

"The financial impact of the directive on airlines will be significant, compelling airlines to recover the lost revenues through increases in fares. As a result, all passengers, including those who may not wish to preselect seats, will end up paying higher fares," it said.

The FIA said seat selection fees form a legitimate component of revenue, particularly in the high-cost environment where costs rise year-on-year under the regulator AERA-governed regime that accords full cost recovery plus an assured margin to airports.



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DECCAN HERALD

BANGLORE

21 MARCH 2026

DGCA asks airlines to avoid 9 airspaces

MRITYUNJAY BOSE
MUMBAI, DHNS

Amid the ongoing conflict involving the United States-Israel coalition and Iran, India's aviation regulator has advised airlines to avoid nine airspaces in West Asia and the Persian Gulf as a precautionary measure following the latest safety-risk assessments.

The Directorate General of Civil Aviation's advisory follows a review of the Conflict Zone Information Bulletin published by the European Union Aviation Safety Agency (EASA).

"Recent military strikes conducted by the United States and Israel against targets within Iranian territory have led to a high-risk environment for civil aviation. In response to these strikes, Iran has announced retaliatory measures," the DGCA told all Indian air operators, stakeholders and flight operations departments.

The high-risk zone covers all altitudes and flight levels in the Flight Information Regions (FIRs) of Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Qatar, Oman, the United Arab Emirates and Saudi Arabia.

However, Indian airlines may operate flights over the airspaces of Oman and Saudi Arabia, subject to certain conditions.

The advisory, issued on March 19, will remain valid until March 28 unless reviewed or superseded by further developments.



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DAINIK JAGRAN

DELHI

22 MARCH 2026

सरकार ने घरेलू हवाई किराये की सीमा हटाई

नई दिल्ली, 22 मार्च : सरकार ने पिछले वर्ष दिसंबर में इंडिगो की उड़ानों में व्यवधान के बाद घरेलू हवाई किराये पर लगाई गई अस्थायी सीमा को हटा दिया है। नागरिक उड्डयन मंत्रालय ने एक आदेश में कहा है कि किराये की सीमा हटाने का यह निर्णय 23 मार्च से प्रभावी होगा।

यह फैसला ऐसे समय में लिया गया है जब पश्चिम एशिया संघर्ष के कारण एयरलाइनें अंतरराष्ट्रीय मार्गों पर परिचालन संबंधी गंभीर बाधाओं का सामना कर रही हैं। दिसंबर 2025 में इंडिगो की बड़े पैमाने पर उड़ान बाधित होने के कारण टिकट की कीमतों में असामान्य वृद्धि देखी गई थी। इस स्थिति को नियंत्रित करने के लिए नागरिक उड्डयन मंत्रालय ने छह दिसंबर को घरेलू हवाई किराये पर अस्थायी सीमाएं लगाई थीं।

मंत्रालय ने कहा है कि एयरलाइनें यह सुनिश्चित करेंगी कि किराया उचित, पारदर्शी व बाजार स्थितियों के अनुरूप हो और यात्रियों के हितों पर कोई प्रतिकूल प्रभाव न पड़े। मंत्रालय ने इस बात पर भी जोर दिया कि किराये में अत्यधिक या अनुचित वृद्धि के किसी भी मामले को गंभीरता से लिया जाएगा। मंत्रालय रियल टाइम के आधार पर हवाई किराये के रुझानों की निगरानी कर रहा है।

Corporate Communications Directorate

DAINIK NAVJOYTI

JAIPUR

19 MARCH 2026

फ्लाइट में एक ही पीएनआर पर साथ-साथ मिलेगी सीट, डीजीसीए ने जारी किए निर्देश

60% सीटों का आवंटन बिना किसी अतिरिक्त शुल्क के करना होगा

एजेंसी/नई दिल्ली। एक ही पीएनआर पर बुक कराए गए टिकट पर अब यात्रियों को फ्लाइट में एक साथ सीट देना अनिवार्य कर दिया गया है। नागर विमानन महानिदेशालय (डीजीसीए) ने सभी विमान सेवा कंपनियों को इस संबंध में निर्देश जारी किया है। इसमें कहा गया है कि कम से कम 60 प्रतिशत सीटों का आवंटन बिना किसी अतिरिक्त शुल्क के करना अनिवार्य होगा। साथ ही एक ही पीएनआर पर बुक कराए गए टिकट के लिए यात्रियों को एक साथ सीट देनी होगी, जहां तक संभव हो उन्हें अगल-बगल की सीट प्रदान करने के लिए कहा गया है। आमतौर पर ऐसी बहुत सारी घटनाएं सामने आई हैं जिनमें एक ही परिवार के लोगों को एक ही पीएनआर पर बुक कराए गए टिकट पर काफी दूर-दूर बैठने के लिए सीट आवंटित की जाती थी जिससे लोगों को परेशानी होती थी। एयरलाइंस एक साथ पसंदीदा सीट के चयन पर मोटा शुल्क वसूलती थी।



पालतू जानवरों को ले जाने के लिए भी स्पष्ट नीति बनाएं

निर्देश में कहा गया है कि सुरक्षा और परिवालन संबंधी नियमों का ध्यान रखते हुए खेल उपकरणों और वाद्य यंत्रों को फ्लाइट में ले जाने के लिए पारदर्शी और यात्री-अनुकूल व्यवस्था की जानी चाहिए। एयरलाइंस को निर्देश दिए गए हैं कि वे पालतू जानवरों को फ्लाइट में ले जाने के बारे में भी स्पष्ट और पारदर्शी नीति तैयार करें।

यात्रियों के अधिकारों का पूरा ध्यान रखें

डीजीसीए ने विमान सेवा कंपनियों से यात्रियों के अधिकार संबंधी नियमों का सख्ती से पालन करने के लिए कहा है, विशेषकर उन मामलों में जहां फ्लाइट में देरी हुई हो या फ्लाइट रद्द हुई हो या फिर यात्री को कंपर्म टिकट होने के बावजूद बोर्डिंग से मना किया गया हो। विमान सेवा कंपनियों को अपनी वेबसाइट, मोबाइल एप, अन्य बुकिंग प्लेटफॉर्म और हवाई अड्डों पर मौजूद उनके काउंटरों पर यात्रियों के अधिकारों को स्पष्ट रूप से दिखाना होगा। निर्देश दिया गया है कि क्षेत्रीय भाषाओं में भी यात्रियों के अधिकारों की उन्हें जानकारी दी जाए।



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DAINIK NAVJOYTI

JAIPUR

20 MARCH 2026

जयपुर से दुबई फ्लाइट रद्द, कई एयरलाइंस ने रोकी बुकिंग

ब्यूरो/नवज्योति, जयपुर। ईरान इजरायल के बीच जारी तनाव का असर अब हवाई सेवाओं पर भी साफ दिखाई देने लगा है।

गुरुवार को जयपुर से दुबई जाने वाली स्पाइसजेट की इंटरनेशनल फ्लाइट रद्द कर दी गई। यह फ्लाइट रोजाना सुबह 9.40 बजे जयपुर से दुबई के लिए रवाना होती है, लेकिन मौजूदा हालात के चलते इसे संचालन से रोक दिया गया। स्थिति की गंभीरता को देखते हुए दो प्रमुख एयरलाइंस ने अपनी अंतरराष्ट्रीय उड़ानों की बुकिंग भी अस्थायी रूप से बंद कर दी है।

एतिहाद एयरवेज ने अबू धाबी के लिए और एयर इंडिया एक्सप्रेस ने दुबई के लिए टिकट बुकिंग पर रोक लगा दी है। हालांकि कुछ राहत भरी खबर भी सामने आई है। शांराह के लिए एयर अरबिया की फ्लाइट जो पिछले दो दिनों से प्रभावित थी गुरुवार को फिर से नियमित रूप से संचालित होने लगी है। इससे यात्रियों को आंशिक राहत जरूर मिली है। हालांकि अंतरराष्ट्रीय उड़ानों पर अनिश्चितता का माहौल बना हुआ है।

खराब मौसम के चलते उदयपुर

नहीं उतर सकी फ्लाइट, अहमदाबाद डायवर्ट: प्रदेश में खराब मौसम और कम दृश्यता के चलते घरेलू उड़ानें भी प्रभावित रही और गुरुवार सुबह जयपुर से उदयपुर जा रही इंडिगो की फ्लाइट को अहमदाबाद डायवर्ट करना पड़ा। निर्धारित समय सुबह 6.50 बजे जयपुर से रवाना हुई यह फ्लाइट उदयपुर एयरपोर्ट पर सुरक्षित लैंडिंग नहीं कर सकी। पायलट ने कम विजिबिलिटी के चलते यात्रियों की सुरक्षा को प्राथमिकता देते हुए विमान को अहमदाबाद एयरपोर्ट को ओर मोड़ दिया।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DAINIK NAVJOYTI

JAIPUR

20 MARCH 2026

फ्लाइट में एक ही पीएनआर पर साथ-साथ मिलेगी सीट, डीजीसीए ने जारी किए निर्देश

60% सीटों का आवंटन बिना किसी अतिरिक्त शुल्क के करना होगा

एजेंसी/नई दिल्ली। एक ही पीएनआर पर बुक कराए गए टिकट पर अब यात्रियों को फ्लाइट में एक साथ सीट देना अनिवार्य कर दिया गया है। नागर विमानन महानिदेशालय (डीजीसीए) ने सभी विमान सेवा कंपनियों को इस संबंध में निर्देश जारी किया है। इसमें कहा गया है कि कम से कम 60 प्रतिशत सीटों का आवंटन बिना किसी अतिरिक्त शुल्क के करना अनिवार्य होगा। साथ ही एक ही पीएनआर पर बुक कराए गए टिकट के लिए यात्रियों को एक साथ सीट देनी होगी, जहां तक संभव हो उन्हें अगल-बगल की सीट प्रदान करने के लिए कहा गया है। आमतौर पर ऐसी बहुत सारी घटनाएं सामने आई हैं जिनमें एक ही परिवार के लोगों को एक ही पीएनआर पर बुक कराए गए टिकट पर काफी दूर-दूर बैठने के लिए सीट आवंटित की जाती थी जिससे लोगों को परेशानी होती थी। एयरलाइंस एक साथ पसंदीदा सीट के चयन पर मोटा शुल्क वसूलती थीं।



पालतू जानवरों को ले जाने के लिए भी स्पष्ट नीति बनाएं

निर्देश में कहा गया है कि सुरक्षा और परिवालन संबंधी नियमों का ध्यान रखते हुए खेल उपकरणों और वाद्य यंत्रों को फ्लाइट में ले जाने के लिए पारदर्शी और यात्री-अनुकूल व्यवस्था की जानी चाहिए। एयरलाइंस को निर्देश दिए गए हैं कि वे पालतू जानवरों को फ्लाइट में ले जाने के बारे में भी स्पष्ट और पारदर्शी नीति तैयार करें।

यात्रियों के अधिकारों का पूरा ध्यान रखें

डीजीसीए ने विमान सेवा कंपनियों से यात्रियों के अधिकार संबंधी नियमों का सख्ती से पालन करने के लिए कहा है, विशेषकर उन मामलों में जहां फ्लाइट में देरी हुई हो या फ्लाइट रद्द हुई हो या फिर यात्री को कंफर्ट टिकट होने के बावजूद बोर्डिंग से मना किया गया हो। विमान सेवा कंपनियों को अपनी वेबसाइट, मोबाइल एप, अन्य बुकिंग प्लेटफॉर्म और हवाई अड्डों पर मौजूद उनके काउंटरों पर यात्रियों के अधिकारों को स्पष्ट रूप से दिखाना होगा। निर्देश दिया गया है कि क्षेत्रीय भाषाओं में भी यात्रियों के अधिकारों की उन्हें जानकारी दी जाए।

Corporate Communications Directorate

FINANCIAL EXPRESS

DELHI

22 MARCH 2026

No domestic airfare caps from tomorrow

PRESS TRUST OF INDIA
New Delhi/ Mumbai, March 21

THE GOVERNMENT HAS removed temporary caps on domestic airfares that were imposed in the wake of the IndiGo flight disruptions in December last year. The airfare caps removal will be effective from March 23, according to an order issued by the civil aviation ministry.

The removal also comes at a time when airlines are facing significant operational disruptions in international routes due to the West Asia conflict.

In the order, the ministry also said that airlines are required to exercise pricing discipline and act responsibly.

"Airlines shall ensure that fares remain reasonable, transparent and commensurate with market conditions, and that passenger interests are not adversely impacted," it said.

The ministry also stressed that any instance of excessive or unjustified surge in fares, if observed particularly during periods of peak demand, disruptions, or exigencies, would be viewed seriously.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

21 MARCH 2026

After 9 hrs, Air India's mid-air recall

Dhairya Gajara

MUMBAI

Air India suffered a major operational lapse on Thursday when its Vancouver-bound flight was forced to return to Delhi mid-air after the airline deployed an aircraft not authorised to operate on the route.

Flight AI-185 departed Delhi's Indira Gandhi International Airport at 11.34 am with around 185 passengers on board. Nearly four hours into the journey, while cruising near Kunming in China, the airline realised it

had deployed a Boeing 777-200LR — a variant not cleared by Canadian authorities for operations on the Delhi-Vancouver sector.

Acting on instructions from ground operations, the aircraft made a mid-air turn over Qujing and returned to Delhi at 7.27 pm, after nearly nine hours in the air.

Air India is authorised to operate the Boeing 777-300ER on this route but lacks certification for the 777-200LR variant used for the flight.

▶ **Contd on** [nation](#)



The Boeing 777-200LR returned to Delhi as AI has permission to operate only Boeing 777-300ERs to Canada

Fire alert: NY flight to Mumbai diverted

Air India's New York–Mumbai flight AI-116 was diverted to Medina on Thursday after a fire indication in the cargo hold. The Boeing 777-300ER had departed from New York's John F Kennedy Airport at 5.25 am and made a precautionary landing in Medina at 5.23 pm. The alert was later found to be false. It landed safely in Mumbai at 2.33 am on Friday.

After 9 hrs, Air India's...

Aviation experts note that regulatory approvals vary by country, with Canada requiring specific clearances tied to aircraft types or even individual tail numbers.

An Air India spokesperson termed the return an "operational issue" and said it was handled as per standard procedures. Passengers were provided hotel accommodation in Delhi and were flown to Vancouver on Friday morning.

"We sincerely regret the inconvenience caused to our guests. Our ground team extended all necessary assistance and made every effort to ensure they reached their destination at the earliest," the spokesperson said.

The error is estimated to have cost the airline heavily, with nearly 70 tonnes of fuel burnt on what effectively became a nine-hour flight to nowhere, amid already high aviation turbine fuel prices and currency pressures.



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MUMBAI

21 MARCH 2026

AI, IndiGo, SpiceJet oppose govt's 60% free seat selection decision

PTI

NEW DELHI

IndiGo, Air India and SpiceJet have raised strong objections to the government's decision asking airlines not to levy any charges for the selection of at least 60% of seats on flights, saying the move will force them to hike airfares to recover lost revenues.

The Federation of Indian Airlines (FIA), which represents the three airlines, has also urged the Civil Aviation Ministry to take steps to withdraw the decision.

On Wednesday, the ministry announced that directions have been issued to the DGCA to direct airlines to allocate a minimum of 60% of seats for selection on any flight free of



charge to ensure fair access for passengers.

In a letter written to Civil Aviation Secretary Samir Kumar Sinha on Thursday, FIA said the direction would have unintended and adverse consequences for the aviation sector.

"The financial impact of the directive on airlines will be significant, compelling airlines to recover the lost revenues through increases in fares. As a result, all passengers, including those who may

not wish to preselect seats, will end up paying higher fares," it said.

FIA noted that seat selection fees form a legitimate component of airline revenue, particularly in the high-cost environment where costs rise year on year under the regulator AERA-governed regime that accords full cost recovery plus an assured margin to airports.

"Airlines operate on thin margins and rely on ancillary revenues to offset rising operational costs, including fuel, maintenance and airport charges. Imposing a uniform restriction on ancillary revenue undermines commercial flexibility and interferes with market-driven pricing mechanisms," the grouping said.

West Asia conflict throws Goa air travel into turmoil

■ CONNECTIVITY TO GULF NATIONS HIT ■ DABOLIM FLIGHTS CANCELLED ■ SEVERAL LEFT STRANDED

THE GOAN NETWORK

VASCO

Air connectivity between Goa and key Gulf destinations has taken a major hit, with multiple flights operating from Dabolim Airport cancelled following escalating tensions in West Asia since February 28, after the Iran-Israel-US war.

Among the affected services are Air India Express flight IX0239 and Gulf Air flights GF0284 and GF0285, which connect Goa to crucial Middle Eastern hubs. According to the latest information, Gulf Air services to and from Dabolim have been cancelled until March 26, while Air India Express flights operating between Goa and Dubai have been cancelled until March 28.

The disruption comes against the backdrop of the ongoing conflict in the West Asian region, which has significantly impacted air travel corridors. The Directorate General of Civil Aviation (DGCA) has issued an advisory asking airlines to avoid airspace over several countries,

DABOLIM FEELS THE SHOCKWAVES

■ Key services like Air India Express (Goa-Dubai) and Gulf Air flights suspended

■ Airlines avoiding several West Asian countries due to safety advisories

■ Major connecting hubs such as Doha, Dubai, and Muscat affected, disrupting onward international travel

■ Flights from Goa to Europe heavily affected as they largely depend on Middle East stopovers

■ Many travellers are stuck in Goa or abroad due to sudden cancellations

■ Large number of Goans working in Europe facing difficulties returning to their jobs

■ Travellers are being forced to rebook tickets, often with longer routes and multiple layovers

■ Visitors who came to Goa for short stays unsure about their return journeys



including Bahrain, Qatar, Iran, Iraq, the UAE, Lebanon, Israel, Jordan, and Kuwait, as a precautionary measure.

These restrictions have had a cascading effect on international travel, particularly on routes connecting India to Europe. The Middle East tradi-

tionally serves as a vital transit hub, with long-haul flights making scheduled halts in cities such as Doha, Dubai, and Muscat for refuelling and passenger transfers before proceeding further.

Passengers from Goa, especially those from South Goa,

have been among the worst affected. A significant number of Goans working in European countries rely on these Gulf connections for their journeys. With flights grounded and routes disrupted, many travellers have been left stranded or forced to make last-minute alternative arrangements.

Several passengers who had travelled to Goa on short visits are now facing uncertainty, unable to return to their workplaces abroad due to the cancellations. Travel agents and airline offices have been witnessing a rush of inquiries, with passengers seeking clarity on rescheduling, refunds, and alternative routes.

Authorities have advised travellers to remain in touch with the respective airlines for updates, as the situation continues to evolve depending on developments in the conflict region. While efforts are being made to minimise inconvenience, the ongoing crisis has once again exposed the vulnerability of international travel networks to geopolitical tensions.



Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

21 MARCH 2026

Air India, IndiGo, SpiceJet oppose Govt's 60% free seat selection decision

Press Trust of India
New Delhi, Mar 20

IndiGo, Air India and SpiceJet have raised strong objections to the government's decision asking airlines not to levy any charges for the selection of at least 60 per cent seats on flights, saying the move will force them to hike airfares to recover lost revenues.

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including those who may not wish to preselect seats, will end up paying higher fares," it said.

FIA noted that seat selection fees form a legitimate component of airline revenue, particularly in the high-cost environment where costs rise year-on-year under the regulator AERA-governed regime that accords full cost recovery plus an assured margin to airports.

"Airlines operate on thin margins and rely on ancillary revenues to offset rising operational costs, including fuel, maintenance, airport charges, etc. Imposing a uniform restriction on ancillary revenue undermines commercial flexibility and interferes with market-driven pricing mechanisms," the grouping said.

The ministry's announcement on Wednesday came against the backdrop of rising concerns that airlines are levying high charges for various services, including for choosing seats.

Generally, airlines charge Rs 200 to Rs 2,100 for choosing seats, depending on various factors, including front rows and extra leg room.

Meanwhile, FIA also said that while free seat selection might appear beneficial at first glance

from passengers' perspective, the overall outcome would be counter-productive and higher fares would reduce consumer choice and affordability.

According to FIA, the decision will defeat the stated objective of passenger welfare, as it shifts targeted user-based charges into a blanket fare increase borne by the entire passenger base, and disproportionately impacts price-sensitive travellers and erodes affordability.

Among other concerns, the grouping mentioned that the ministry did not carry out stakeholder consultations before announcing the decision.

"If applied, this measure will set a precedent for excessive intervention in ancillary pricing with heavy loss of revenues for the airlines, apart from creating uncertainty for airlines regarding future regulatory constraints," FIA said and urged that the mandate to the DGCA be withdrawn.

Meanwhile, sources said the airlines have also told the ministry about various operational challenges, including rising jet fuel prices, in the wake of the West Asia conflict.

The conflict has significantly impacted flight operations to and from the region.



Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

21 MARCH 2026

DGCA orders airlines to avoid nine West Asia airspaces, seeks contingency plans

Press Trust of India
New Delhi, Mar 20

Amid escalating tensions and recent military strikes in West Asia, India's aviation regulator has directed airlines to steer clear of nine regional airspaces and strengthen contingency planning, citing significant risks to civil flight operations.

The Directorate General of Civil Aviation (DGCA) on Thursday advised airlines to avoid the airspaces of Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Qatar and the United Arab Emirates (UAE), according to an official advisory.

Indian carriers, however, can continue operating over Oman and Saudi Arabia, subject to specific restrictions. The regulator said flights must not operate below FL 320 or 32,000 feet within designated segments

of Saudi and Omani airspace.

About the nine restricted zones, the DGCA asked airlines to "refrain from operating within the affected airspace...at all flight levels and altitudes". It added that any decision to continue operations would rest with the airlines, based on their internal safety risk assessments.

"Operations to airports in the affected region, where other international carriers are currently operating, must involve robust contingency planning to cover all eventualities, as part of the safety risk assessments by the operators," the DGCA said.

The advisory has come into effect immediately and will remain valid until March 28, unless reviewed earlier.

"Operators are advised to provide their flight crew with information regarding latest

NOTAMs, airspace restrictions affecting flight that are already airborne," it said. NOTAM (Notice to Airmen) provides real-time updates on airspace and airport conditions to pilots and crew.

"Recent military strikes conducted by the United States and Israel against targets within Iranian territory have led to a high-risk environment for civil aviation. In response to these strikes, Iran has announced retaliatory measures," DGCA said, adding that the evolving situation poses critical hazards to flight operations.

Separately, the civil aviation ministry on Wednesday asked airlines not to levy additional charges on a majority of seats in domestic flights. "Minimum 60 per cent of seats on any flight to be allocated free of charge to ensure fair access," the government directed.



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HINDUSTAN TIMES

DELHI

22 MARCH 2026

Govt lifts airfare cap as airlines cite war impact

HT Correspondent

letters@hindustantimes.com

NEW DELHI: The ministry of civil aviation has withdrawn temporary fare caps on domestic airfares that had been in place since December, saying the situation that prompted the controls had stabilised — but warned airlines that excessive pricing would invite re-imposition of controls.

The decision comes days after airline representatives reportedly met government officials to

**THE MAXIMUM
PERMISSIBLE
ONE-WAY FARE
HAD BEEN SET
AT ₹18,000**

discuss challenges caused due to the West Asia conflict that has sent fuel prices skyrocketing and choked several international flight routes.

The Federation of Indian Airlines, which represents IndiGo,

Air India and SpiceJet also wrote a letter warning of route withdrawals and delayed fleet and network expansions unless the caps were revoked. According to Reuters, the FIA told the government that Indian airlines were incurring “huge” revenue losses and facing higher operational costs.

The caps — between ₹7,500 to ₹18,000 on economy routes depending on flight distance — will now stand withdrawn effective March 23, according to a

continued on →10

AIR FARE CAPS

MoCA order. “Airlines shall ensure that fares remain reasonable, transparent and commensurate with market conditions, and that passenger interests are not adversely impacted,” the order said. It added that any instance of excessive or unjustified surge in fares — particularly during periods of peak demand, disruptions or exigencies — “will be viewed seriously.”

The ministry explicitly reserved the right to reimpose fare controls or take other regulatory measures if required in the public interest.

The caps had been introduced on December 6, following large-scale flight cancellations by IndiGo that caused widespread disruption, with the government citing the need to protect passengers during a period of constrained capacity.

{ RELEASES FITNESS POLICY }

Air India proposes pay cut of crew if BMI not in range

Neha LM Tripathi

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NEW DELHI: Air India cabin crew who fall outside prescribed weight limits can be pulled off flights without pay, subjected to unannounced BMI checks before or after duty, and required to clear functional fitness tests before being allowed to fly again, under a new health and fitness compliance policy that comes into effect on May 1, 2026.

The policy, which applies to all permanent and fixed-term contract cabin crew, introduces a graded corrective framework tied to body mass index (BMI) — ranging from medical evaluation and fitness assessments for those in the overweight category to immediate de-rostering and loss of pay for those classified as obese.

The airline cited fitness for professional duties as the basis for its new policy. "In addition to health improvement and welfare, the aim of this policy is to ensure that all cabin crew are in their best physical health to deliver on the expected performance standards. Crew members must take proactive measures to be within the specified normal BMI range... Consequences will apply for non-compliance to assessment timelines and repeated defaulters," the airline states in its 'Cabin Crew Health and Fitness Compliance Policy' document.

Under the policy, a BMI between 18 and 24.9 is classified as the "desired range." BMIs between 25 and 29.9 (overweight) and below 18 (underweight) are acceptable subject to medical clearance and functional assessment. A BMI of 30 or above is classified as "not acceptable."

Air India will conduct ad hoc weight checks before or after



Air India will conduct ad hoc weight checks before or after flights, the policy states. REUTERS

flights or during training at the home base or training academy, the policy document — seen by HT — states.

An Air India spokesperson said, "We have introduced a policy promoting awareness around healthy lifestyles and providing guidance on maintaining appropriate fitness levels. It is intended to support crew members in sustaining long-term health while being fully prepared for the operational demands of their role and is in line with World Health Organisation's BMI classifications... Ensuring that cabin crew are physically capable of handling critical onboard situations is a key priority for the airline."

Crew found to be underweight will be de-rostering and required to undergo a medical evaluation within seven days, at their own expense. If no underlying condition is identified, they must clear a functional assessment before returning to flying duty. "If the crew is unsuccessful in clearing the functional assessment, they will be placed on loss of pay (LoP) until they clear the Functional Assessment," the policy states.

Crew in the overweight category face de-rostering and must clear the functional assessment

before being re-rostering; failure to do so results in loss of pay until they pass.

The policy is most stringent for those classified as obese. They are immediately de-rostering and placed on loss of pay, and must undergo medical tests — including blood sugar and lipid profile — within seven days, also at their own expense. A return to flying duty is permitted only after achieving an acceptable BMI and clearing the functional assessment.

"Any test results of medical examination undergone by the crew prior to being identified as obese shall not be considered," the document states.

Repeated cases in the obese category attract a corrective action framework, including warning letters and escalation to HR if BMI levels remain above 30 beyond the timelines specified.

The functional assessment, to be conducted at the Air India training academy, evaluates a crew member's ability to perform safety and emergency duties. Crew are given three attempts to clear it, with targeted coaching before the final attempt.

The question of cabin crew weight and fitness standards is not new to Air India. The airline has previously acted against crew for failing to meet BMI requirements — including a significant grounding exercise around 2015 — and the issue resurfaced in early 2022, days before the Tata Group formally took over the carrier, when an internal directive on crew weight checks drew objections from unions. What distinguishes the current policy is the degree of codification: explicit BMI thresholds, a structured corrective process, and the direct linking of non-compliance to loss of pay.



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AIRPORTS AUTHORITY OF INDIA

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HINDU

DELHI

22 MARCH 2026

Union govt. removes cap on airfares after 3 months

The Hindu Bureau

NEW DELHI

The Centre has withdrawn air fare caps that were introduced in December to curb spike in ticket prices after IndiGo's widespread flight cancellations.

The Ministry of Civil Aviation said in an order dated March 21, "The prevailing situation has since stabilised, with restoration of capacity and normalisation of operations across the sector, upon review, it has been decided that the fare cap imposed vide the aforesaid letter shall stand withdrawn with effect from 23rd March, 2026."

The decision comes at a time airlines are hit hard by the conflict in West Asia leading to increase in aviation turbine fuel (ATF) prices as well as flight cancellations and reroutings that burn more fuel and are costlier.

The Ministry, however, said that airlines must ensure pricing discipline. "Airlines shall ensure that fares remain reasonable, transparent and commensurate with market conditions, and that passenger interests are not adversely impacted."

It also warned of regulatory action, including reintroduction of fare caps if there was an unjustified surge in fares.

Union govt. removes cap on airfares after 3 months

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The Centre has withdrawn air fare caps that were introduced in December to curb spike in ticket prices after IndiGo's widespread flight cancellations.

The Ministry of Civil Aviation said in an order dated March 21, "The prevailing situation has since stabilised, with restoration of capacity and normalisation of operations across the sector, upon review, it has been decided that the fare cap imposed vide the aforesaid letter shall stand withdrawn with effect from 23rd March, 2026."

The decision comes at a time airlines are hit hard by the conflict in West Asia leading to increase in aviation turbine fuel (ATF) prices as well as flight cancellations and reroutings that burn more fuel and are costlier.

The Ministry, however, said that airlines must ensure pricing discipline. "Airlines shall ensure that fares remain reasonable, transparent and commensurate with market conditions, and that passenger interests are not adversely impacted."

It also warned of regulatory action, including reintroduction of fare caps if there was an unjustified surge in fares.



Corporate Communications Directorate

HINDU

DELHI

22 MARCH 2026

Flight to Vancouver returns to Delhi after seven hours in air

A Vancouver-bound Air India Boeing 777-200 LR aircraft, after being airborne for over seven hours, returned to the national capital on Thursday evening after it was found that the plane was not approved for operating the flight, according to sources. Apparently, a lapse in updating the list of requirements for the operation of flights to Canada resulted in the situation. The sources said the flight should have been operated only with a Boeing 777-300 ER aircraft, and there was no approval for Boeing 777-200 LR plane. Without providing specific details, Air India, on Friday, said the aircraft had landed safely at the Delhi airport. PTI



DOWN IN JUNGLELAND

RANJIT LAL

AUTHOR, ENVIRONMENTALIST
AND BIRDWATCHER



RANJIT LAL

NOW YOU SEE THEM, NOW YOU DON'T
Birding at a waterbody beyond Lake Mayem in Goa

Meet the Swamphens

If you look far enough, you can't miss the purple swamphens, the sandpipers and the spoonbills near Goa's near-forgotten lake

THIS WAS another lake in Goa that I wanted to explore; about an hour's drive away and, apparently, a popular picnic spot, with pedal boats and bungee jumping. Not many waterbirds the website warned, but the surrounding forests had owls and crested serpent eagles.

After a tangled drive through villages and countryside, we reached Mayem Lake to find a school bus decanting a batch of Class V (I would think) children, out on a nature trip with their teachers. Walking down to the lake I realised what the website had mentioned was true. Apart from a lone, forlorn little black cormorant at one end there was not a bird to be seen. The lake was large and calm, presided over by the hideous bungee jumping platform at the far end, and swan-shaped pedal boats moored nearby. This was hopeless; those poor kids! We asked the security guard if there was any birding area nearby and he nodded excitedly and proceeded to tumble out with a spaghetti of directions. Since our resourceful driver got the gist, off we went. After another half-an-hour's up and down drive — this through forested country and areca palm (supermodel slim and tall) and coconut plantations — we emerged on an open road, with waterbodies glistening on either side. And then the contented murmur of waterbirds.

A gathering of at least 500 purple swamphens went about the task of finding breakfast. They seemed amicable enough, though occasionally a difference of opinion ('you're in my area, butt out') broke out. I had never seen so many swamphens in one location before. And scanning across the lake revealed they were not the only ones here.

Shining coppery-gold in the early light were about a dozen Brahminy ducks, plump as cushions, doing their morning ablutions. A little later, they were joined by a flock of spot-billed ducks, all salt and pepper. They are Indian residents, and now settled smugly on the water and wagged their tails approvingly. Tall and severe and blaz-

JUST BEYOND YOUR LINE OF SIGHT, A RAPTOR, AN OSPREY, DIVES AND RISES AGAIN, A FISH CLUTCHED IN ITS CLAWS, TAKING LESS THAN FIVE MINUTES, WHAT WOULD MAKE ANY FISHERMAN ENVIOUS

ing white, large egrets stood ramrod still while purple herons, always lovely in resin and mauve, unfurled their great wings and flew low over the water with all the dignity of a head of state. A single black-winged stilt (notorious for liking polluted water) stood knee deep in the midst of the swamphens.

Then suddenly, there was a commotion as all the plump swamphens put their heads down and flee clumsily from one side of the waterbody to the other. Instinctively, you look up for a raptor — and there it is, an osprey winging swiftly over, its head down as it surveyed the water below. Just beyond your line of sight,

obstructed by a tree, it dives and then rises again, a fish clutched in its claws — it took less than five minutes to get its breakfast and wings swiftly away to the west, a feat any fisherman would envy.

Then at the very far end, you spot a flickering of white and pepper-brown as a flock of sandpipers, over a hundred strong, jink and fly, banking one way and then another as they race over the water excitedly. When they settle in the shallows, they seemingly vanish.

Here, too, there is a solitary little black cormorant doing sentry duty from its post on a tree at the edge of the lake. Just below it, there's a bee-eater launching sallies and when it lands back, flaring its tail, a lovely flame-blue — you have it: blue-tailed bee-eater! A little later its position has been usurped by a long-tailed (earlier rufous-backed) shrike, ever dangerous with its executioner's mask and hook-tipped bill.

Latecomers are now arriving for breakfast: A party of glossy ibis, iridescently black and deep chestnut land and get busy, soon joined by a black-headed white ibis. Suddenly, there is a foursome of spoonbills amongst them, manfully 'minesweeping' with their ladle-like bills. A young motorcyclist stops and looks at them excitedly saying that this is the first time he has seen spoonbills here.

There is an immense sense of serenity that envelopes you as you watch these birds, none of them rarified gentry, but that doesn't seem to matter. As you prepare to leave, a pair of swamphens face off with bowed heads, which is apparently what they do while courting. They only breed just before the monsoons, so it seems early for that — maybe they were just adolescents flirting with each other. As you drive off, the wholly baseless accusations of a red-wattled lapwing 'did-ye-do-it? Did-ye-do-it?' rings in your ears.

The drive back is via a different, more picturesque and forested route, with waterbodies glinting alongside the road. The tall upright figure of a white-necked stork, pops up from one, and then you've driven past it... Later, in the newspaper you read that leopards haunt the villages in this area (in Aldona, for instance) in the evenings, picking up pet dogs.

Corporate Communications Directorate

INDIAN EXPRESS

DELHI

22 MARCH 2026

AMID WEST ASIA WAR

Starting tomorrow, no caps on domestic airfare

Sukalp Sharma

New Delhi, March 21

THE GOVERNMENT has decided to remove temporary airfare caps for domestic flights that were imposed in December during IndiGo's widespread flight disruptions. The airfare caps removal, effective from March 23 (Monday), comes at a time when Indian airlines are grappling with operational disruptions and cost escalations due to the raging war in West Asia.

Airline grouping Federation of Indian Airlines had urged the government to remove the fare caps in view of the stress being faced by Indian carriers as a consequence of the West Asia conflict, it is learnt. The conflict has led to a surge in jet fuel prices, further weakened the rupee against the dollar, and significantly hit Indian airlines' operations to West Asia and beyond.

With airfares skyrocketing due to the widespread disruption in IndiGo's flight operations in early December, the government had stepped in to regulate non-business class airfares for all airlines by prescribing fare caps between Rs 7,500 and Rs 18,000 per seat depending on the distance flown on domestic flights. The airfare caps were Rs

7,500 for a stage length of up to 500 km, Rs 12,000 for 500-1,000 km, Rs 15,000 for 1,000-1,500 km, and Rs 18,000 for over 1,500 km.

At the time, the Ministry of Civil Aviation (MoCA) had said that the fare limits would be in place "until fares stabilise or till further review". Although IndiGo's operations stabilised and the crisis eased within a few days, the caps continued to remain in place.

In its order on the removal of airfare caps, MoCA said that airlines are required to exercise pricing discipline, act responsibly, and ensure that fares remain reasonable, transparent, and commensurate with market conditions. Carriers have also been asked to ensure that passenger interests are not adversely impacted with the removal of airfare caps.

Airfares are deregulated in India and are decided by market forces, but the government can intervene to regulate fares if major disruptions hit the sector. For instance, airfare bands were imposed by the government during the COVID-19 pandemic.

It also warned airlines that any instance of excessive or unjustified surge in fares, particularly during periods of peak demand, dis-

ruptions, or exigencies, will be viewed seriously. MoCA will continue to closely monitor airfare trends on a real-time basis, and reserves the right to take regulatory and administrative measures, including re-introduction of fare controls, in public interest, the order said.

Like their global peers, Indians are operating a heavily truncated schedule to and from West Asian airports due to the airspace restrictions and airport closures in the region amid the war there. This is expected to hit their revenues on these high demand routes. Moreover, carriers with long-haul operations—Air India and IndiGo—are being forced to take much longer and circuitous flight paths for their flights beyond West Asia, leading to longer flying times and additional fuel burn.

Prices of jet fuel—which accounts for over 40% of Indian airlines' operational cost—have also shot up in the international market. The rupee has also fallen to historic lows, which would further lead to an increase in Indian airlines' dollar-denominated costs. Most major Indian carriers have already announced fuel surcharges on airfares due to the fallout of the West Asia crisis.

Corporate Communications Directorate

JANSATTA

DELHI

22 MARCH 2026

कल से घरेलू हवाई किराए पर लगी सीमा को हटाने का फैसला

जनसत्ता ब्यूरो
नई दिल्ली, 21 मार्च।

सरकार ने घरेलू हवाई किरायों पर लगाई गई अस्थायी सीमा को 23 मार्च से हटाने का फैसला किया है। पिछले साल दिसंबर में इंडिगो की उड़ानों में आई बाधाओं के मद्देनजर इस सीमा को लगाया गया था। नागर विमानन मंत्रालय द्वारा जारी एक आदेश के अनुसार, हवाई किराए पर लगी सीमा को 23 मार्च से हटा दिया जाएगा।

यह फैसला ऐसे समय लिया गया है जब पश्चिम एशिया संघर्ष के कारण विभिन्न एअरलाइन को

अंतरराष्ट्रीय मार्गों पर परिचालन संबंधी महत्वपूर्ण बाधाओं का सामना करना पड़ रहा है।

इस आदेश में मंत्रालय ने यह भी कहा कि एअरलाइन को मूल्य निर्धारण में अनुशासन बनाए रखना और जिम्मेदारी से काम करना आवश्यक है। इसमें कहा गया है, 'एअरलाइन यह सुनिश्चित करेंगी कि किराया उचित, पारदर्शी और बाजार की स्थितियों के अनुरूप बना रहे और यात्रियों के हितों पर प्रतिकूल प्रभाव न पड़े।' मंत्रालय ने इस बात पर भी जोर दिया कि किराए में अत्यधिक या अनुचित वृद्धि के किसी भी मामले और व्यवधान को गंभीरता से लिया जाएगा।



Corporate Communications Directorate

MILLANIUM POST

DELHI

22 MARCH 2026

Govt decides to remove domestic airfare caps

To be effective from March 23

MPOST BUREAU

NEW DELHI/ MUMBAI: The government has removed temporary caps on domestic airfares that were imposed in the wake of the IndiGo flight disruptions in December last year.

The airfare caps removal will be effective from March 23, according to an order issued by the civil aviation ministry.

The removal also comes at a time when airlines are facing significant operational disruptions in international routes due to the West Asia conflict.

In the order, the ministry also said that airlines are required to exercise pricing discipline and act responsibly.

"Airlines shall ensure that fares remain reasonable, trans-

The removal also comes at a time when airlines are facing significant operational disruptions in international routes due to the West Asia conflict

parent and commensurate with market conditions, and that passenger interests are not adversely impacted," it said.

The ministry also stressed that any instance of excessive or unjustified surge in fares, if observed particularly during periods of peak demand, disruptions, or exigencies, would be viewed seriously.

Continued on P4

Govt decides to remove domestic...

On a real-time basis, the ministry is monitoring the airfare trends.

According to the order, the temporary caps on domestic airfares were imposed on December 6 to contain an abnormal surge in ticket prices arising out of large-scale flight disruptions of IndiGo.

"... The prevailing situation has since stabilised, with restoration of capacity and normalisation of operations across the sector. Upon review, it has been decided that the fare cap imposed vide the aforesaid letter shall stand withdrawn with effect from 23rd March, 2026," the order said.

Corporate Communications Directorate

MORNING STANDARD

DELHI

22 MARCH 2026

SHAPE UP OR SHIP OUT

Lose weight or be grounded, Air India tells cabin crew

S LALITHA @ New Delhi

AIR India has given its cabin crew a shape up or ship out warning. Under its new 'Cabin Crew Health and Fitness Compliance Policy', cabin crew members who are found underweight, overweight, or obese could be derostered or even placed on loss of pay.

Those who are obese will be given 30 days to shed weight or face further action.

The fitness assessment, under the policy, will be based on the crew's Body Mass Index (BMI). A BMI reading of 18 to 24.9 will be considered desirable. Those above 30 will be marked obese, bracketed as 'Non Acceptable Range'. Those with a BMI of 18 or less will be considered underweight while



those with a reading between 25 and 29.9 will be viewed as overweight.

Crew members who are underweight and overweight will be derostered and sent for a complete medical evaluation and functional assessment test at the Air India Training Academy. "If cleared, then they will be allowed to fly. If not, they

will be placed on loss of pay," an aviation expert said, requesting anonymity.

The action will be swift for those in the obese category. "Obese crew will be instantly grounded and placed on loss of pay. Within seven days, the crew must undergo certain medical tests, including getting their glucose tolerance

'Promoting awareness'

Introducing the new policy, Air India told the cabin crew members that the initial launch aims to promote awareness of maintaining a healthy lifestyle and familiarise them with the process of maintaining an appropriate weight category

and lipid profile checked. They will be given 30 days to report back with an acceptable BMI, and then, undergo functional and medical assessment," the aviation expert said, sharing details of the new policy.

If the individual fails to lose weight, then an official letter of caution will be issued. After 30 days, if the individual still

has not reduced weight, then 30 more days will be given along with a letter of final warning. The final warning under the policy hints at termination. However, it is vaguely worded.

An Air India official sought more time to get back with some clarity. "There are instances of crew reporting sick on and off. This initiative is being done to ensure the good health of our crew," the official told this daily.

The crew will be assessed during initial and recurrent training, through specialised Safety and Emergency Procedures (SEP) training, and during pre- and post-flight evaluations. Sources said the new rules will be applicable for crew on both national and international flights from May 1.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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NAVBHARAT TIMES

DELHI

22 MARCH 2026



दिल्ली और पेइचिंग के बीच सीधी उड़ान शुरू

■ **NBT रिपोर्ट:** चीन के दूतावास ने बताया है कि एयर चीन ने पेइचिंग और दिल्ली के बीच सीधी उड़ान सेवाएं फिर से शुरू कर दी हैं। इसे दोनों देशों के बीच सिर्फ कनेक्टिविटी ही नहीं, बल्कि रिश्तों में सुधार की दिशा में बड़ा कदम माना जा रहा है। ANI की एक रिपोर्ट के मुताबिक, भारतीय एयरलाइन इंडिगो ने भी कहा है कि वह जल्द ही इन रूट्स पर अपनी सेवाएं शुरू करने वाली शुरुआती कंपनियों में शामिल होगी।

गौरतलब है कि कोविड-19 महामारी और जून 2020 के गलवान घाटी संघर्ष के बाद दोनों देशों के बीच उड़ानें बंद हो गई थीं। करीब चार साल बाद, पिछले साल अक्टूबर में सीधी उड़ानों की बहाली शुरू हुई थी, जो अब धीरे-धीरे पटरी पर लौट रही है।



Corporate Communications Directorate

PIONEER

DELHI

22 MARCH 2026

AIRLINES FREED FROM PRICE LIMITS

The Ministry of Civil Aviation has withdrawn fare caps introduced during IndiGo's flight disruptions last December, effective Monday, citing stabilisation of operations and restored capacity, officials said on Saturday. The move follows airlines' appeals amid rising operating costs linked to the West Asia conflict. The caps, which limited fares to ₹7,500 for routes up to 500 km, ₹12,000 for 500-1,000 km, ₹15,000 for 1,000-1,500 km, and ₹18,000 for longer sectors, were imposed after large-scale IndiGo cancellations led to steep price surges. Business-class tickets and flights under the regional UDAN scheme were exempt. The ministry said airlines must continue to maintain discipline in fare-setting, ensuring prices remain reasonable, and transparent.



भारतीय विमानपत्तन प्राधिकरण
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TELEGRAPH

KOLKATA

21 MARCH 2026

AI flight returns

■ **NEW DELHI:** An Air India flight to Vancouver returned to Delhi on Thursday evening after being airborne for over seven hours due to an operational issue. The aircraft had reached Chinese airspace before turning back, according to information available on Flightradar24.com. Air India said the flight departed for Vancouver on Friday morning. **PTI**

Free seating directive may increase airfares, airlines warn Centre

Saurabh.Sinha
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New Delhi: Airlines are not going to comply with the new seating mandate easily. Air India Group, IndiGo and SpiceJet took on govt, which earlier this week asked them to make available at least 60% of their seats free of charge, arguing the move would lead to a hike in airfares. They have also "raised concerns regarding regulatory overreach into commercial aspects of airline operations."

"Seat selection fees form a legitimate component of airline revenue, particularly in the high-cost environment in India where costs rise year on year under the Airports Economic Regulatory Authority (AERA) governed regime that accords full cost recovery plus an assured margin to airports," Federation of Indian Airlines (FIA), which has these three airlines as its members, said in a letter to the civil aviation secretary Samir Sinha on Thursday.

Ignoring demands for financial relief to carriers, the aviation minister had



POLICY ROW: The FIA, in a letter to the civil aviation minister, said that if implemented, the measure would set a precedent for excessive intervention in ancillary pricing and lead to significant revenue losses for airlines

recently issued the free seat directive to enable people travelling on the same PNR to be seated together without any extra charge. "Airlines operate on thin margins and rely on ancillary revenues to offset rising operational costs, including fuel, maintenance, airport charges... The financial impact of (seating) directive on airlines will be significant, compelling airlines to recover the lost revenues through increases in fares. As a result, all passengers, including those who may not wish to preselect seats, will end up paying higher fares," the letter said.



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TIMES OF INDIA

DELHI

22 MARCH 2026

Flying to cost more as govt removes cap on domestic airfares

Saurabh.Sinha
@timesofindia.com

New Delhi: Brace yourself for steeper airfares as airlines will be able to pass on their escalated operating costs to passengers from next week. The domestic airfare cap of Rs 18,000 (UDE, passenger security fees and taxes extra) that was imposed on Dec 6, 2025, during the IndiGo crisis will be lifted from Monday.

While the aviation ministry order says "excessive or unjustified surge in fares during periods of peak demand, disruptions or exigencies will be viewed seriously" and fare caps can be reintroduced "if required in public interest", airlines are facing their biggest crisis since the Covid pandemic six years ago.

Dollar-denominated costs have skyrocketed with the rupee plunging to new all-time lows on a daily basis during the West Asia conflict.

Since airlines have not got any fiscal relief on aviation turbine fuel (ATF) excise from Centre or VAT (from some places like Delhi and Mumbai), they asked govt to cap airfares if those costs could be capped too.

Unable to get any fiscal relief on ATF pricing so far, the aviation ministry removed



HEADING SKYWARD

fare caps while asking airlines to "exercise pricing discipline and act responsibly". With IndiGo's flight schedule now fully restored, the ministry said it had been "decided that fare cap shall stand withdrawn with effect from March 23, 2026... Airlines shall ensure that fares remain reasonable, transparent and commensurate with market conditions, and that passenger interests are not adversely impacted."

Airlines say while costs have gone through the roof, there is a limit to fare hikes as that affects demand. "Most of the impact will only hit us next month. We... have imposed a fuel surcharge on new tickets to help mitigate this imminent cost increase, but not every customer is willing to pay a higher fare," Air India CEO Campbell Wilson said in his weekly message to employees Friday.

ROUTE CAUSE OF MISERY

War stretches flights, crews, and wallets

Airspace closures due to the ongoing Iran war have driven up operating costs for airlines and caused a world of inconvenience to passengers, while pilots fight fatigue as flying times go up, says **Saurabh Sinha**



A passenger aircraft flies past smoke rising near Dubai International Airport earlier this week

Passengers seated to the (right or left) can see the pyramids of Giza. "Fatigued pilots of Air India operating flights to and from the West now often make this announcement on clear visibility days while overflying Egypt on the excruciatingly longer routes imposed by the US-Israel war against Iran. Since Feb 28, going west — except to the west coast of North America — from India means overflying Arabian Sea while steering clear of Pakistan (for Indian carriers) and Iranian airspace (for all); then turning right from over Oman en route to Muscat, Saudi Arabia or beyond, via Cairo, to Europe, UK and North America. It's the same route on the way back. The war-zone air traffic corridor covering the airspaces of Afghanistan (starting with Pakistan for Indian carriers), Iran, Iraq, Lebanon, Jordan, Israel bears a deserted look with almost all planes flying below this passage. The usable corridors in the region, like parts of Saudi Arabia, are seeing the war affect them, too.

The impact: Air India Delhi-London non-stop flying time has increased 50% from about eight hours — when both Pakistan (for Indian carriers) and Afghanistan airspace used to be open — to over 12 hours now after the Iran war. Its Mumbai-New York 13-14-hour non-stop has become a one-stop via Rome with the travel time close to 21 hours now. IndiGo uses wide body aircraft of Norway's Norse Atlantic airline, which completely bypass West Asia per the EU regulator's advice. They fly over the Arabian Sea right up to Africa, and then turn right to fly north to Cairo and beyond. Same route on return for all.

Since Feb 28, the Iran war has led to passengers facing a sharp rise in airfares and drastic fall in travel options with the Big Three — Emirates, Qatar Airways, and Etihad — out of the picture for now. Airlines have seen their operating costs skyrocket, fewer lucrative Gulf flights, and fatigued pilots at the controls of their wide-body aircraft. Here's how it is impacting different stakeholders:

Indian Operators
Shrunk Network: They used to have between 400 and 500 daily flights between India and the West, a number that has sharply fallen since Feb 28 due to the closure of airports in Bahrain and Doha, even as those in UAE stay sporadically open and offer slots. At a few places, like parts of Saudi, and Muscat, have regular flights and overflying these days in the region.

Half of IndiGo's 300 daily international flights were to the West and that has shrunk to a handful now. Air India Express had 110 daily West Asia connections, which is now down to 50 "ad hoc" connections. Air India had 254 scheduled weekly West Asia flights and that's dropped to 30-40. Akasa and SpiceJet have also seen a reduction in their Gulf flights.

Escalating Operating Costs: Since the Iran war began, aviation turbine fuel (ATF) prices have effectively risen every time the rupee hits a new low, which is a daily feature now. It currently costs about \$817 per kilo litre (kl) in both Delhi and Mumbai — up from about \$779 last month. But the INR-to-USD exchange rate has gone from Rs 91 to Rs 93.30. So have all dollar-denominated costs — like lease rentals and maintenance — escalated.

To top it all, routes have got much longer, which means burning much more of that costly fuel. A Boeing 787 burns about

five tonnes of fuel every hour and a B777 about 7.5 tonnes. If flying time goes up by two hours, there's an extra 10-15 tonnes burnt per flight. At \$817 per tonne for international flights of domestic carriers, and the rupee at 93.30 to a dollar, the extra expense on fuel alone works out to Rs 30,000 per hour: Air India has 338 weekly flights to the West — covering Europe, UK and North America — which are still operating.

Indian operators upload much more fuel than usual from India these days so that aircraft can return home with passengers — instead of getting stuck — in case of escalated fighting in West Asia. More fuel means a heavier plane. And heavier the plane, more is the fuel burn.

"At current operating costs, it does not make sense to operate the West flights. We are doing so as a commitment to keep our flyers connected. Flying aircraft has always meant defying nature, with heavy metal tubes kept airborne. Now, after the Iran war, they are defying economics, too," said a senior official. Air India's plea to govt for some relief on ATF excise or VAT have been futile so far.

The impact is staggering for all, more

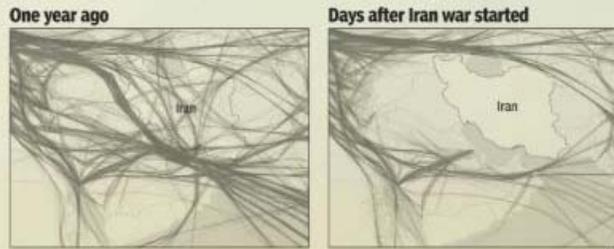
so the Maharaja. The AI Group, IndiGo and Akasa have imposed a fuel surcharge, ranging from Rs 199 to \$200, on their flights. Insurance costs for flights to West Asia have soared by as much as Rs 39-40 lakh for a narrow-body return trip and Rs 90 lakh to Rs 1 crore for a wide-body round trip.

Fatigued Crew
With aircraft flying much longer routes to and from the West, Air India sought — and got — exemption from flight duty time limitation rules for its crew from the Directorate General of Civil Aviation (DGCA). The regulator has now allowed its pilots to fly up to 11.5 hours, which means two pilots can operate longer flights without the need for a third one that would allow them to rest in turn en route. Pilots have been flying the longer routes from last April itself, when Pakistan airspace was closed during Operation Sindoor. The Iran war has further stretched the already long routes.

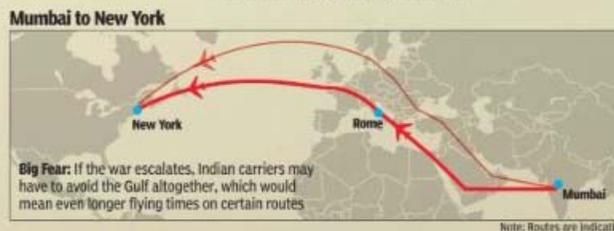
AI's Boeing 787 Dreamliner pilots are worst hit as that aircraft's cockpit seat allows limbered recline due to a safety issue. "We are pushing our body to the limit of human endurance," is what a B787 pilot had to say,

“At current operating costs, it does not make sense to operate the West flights. We are doing so as a commitment to keep our flyers connected” — SENIOR OFFICIAL AT AN AIRLINE

HOW THE SKIES CHANGED



WHAT IT MEANS FOR FLIGHTS FROM INDIA
Take an AI Mumbai-New York flight. What was a non-stop service, lasting less than 17 hours before Feb 28, is now an over 20-hour flight, with a stop in Rome



Away from flights, some ways in which war's hurting India...

- Medical devices:** Rising medical-grade plastic, freight and gas costs are threatening medical supplies like syringes, hospital disposables. Prolonged disruption could trigger production cuts and price hikes
- Fertilisers:** LNG disruption is affecting ammonia and urea production ahead of kharif season
- Restaurants/catering:** Commercial LPG shortages are pushing up costs and disrupting operations
- ACs:** LPG and petrochemical shortages are hurting air-conditioner production just before the summer season
- Automobiles:** Costlier components, gas shortages are straining auto production

a sentiment echoed by others. "Imagine sitting in an uncomfortable office chair for 11.5 hours straight and being present 100% for the entire duration as we are flying close to a war zone with GPS jamming and spoofing all the way from the airspaces close to Pakistan to beyond Turkey. Airlines should be asked to increase pilot availability God forbid, if something goes wrong, just blame the pilot. That's the usual script."

Both AI and DGCA are aware of the difficulties, which they blame on extraordinary circumstances. AI has converted 30 B777 pilots to the Dreamliner and they are expected to start flying in two months.

"We have formally sought coordinated flight time (FT) and flight duty period (FDP) exemptions from DGCA. These exemptions are intended to be used only till the current Middle East airspace restrictions are in effect and are critical for maintaining schedule integrity and minimise passenger inconvenience... All such exemptions are supported by safety risk assessments and will be applied strictly in accordance with approved conditions," AI senior VP (flight ops), Capt Manish Uppal, said in a mail recently to pilots.

Turbulence Hits Passengers
When the Iran war broke out, passengers were forced to shell out enormous amounts to fly to their destinations, and India was no exception. An Indian student, who had come to Delhi from Ireland in mid Feb for his grandfather's last rites, paid Rs 1.8 lakh for a one-way ticket to return to college.

Many people are holding on to their bookings on Emirates, Etihad, Qatar Airways for this summer. If the war does not end quickly and those airlines don't restore flights soon thereafter, airfares on other options will defy gravity in the approaching summer travel months that begin from early April in India.

Adding Capacity
Gulf carriers have historically carried a significant chunk of traffic between India and the rest of the world via their mega hubs like Dubai, Doha, and Abu Dhabi. The sudden unavailability of the Big Three has created a vacuum, with passengers who'd already booked on them for travel post Feb 28 now looking for alternatives and, thus, chasing the same limited options as those making fresh bookings.

Air India is adding as many extra flights to the West as possible. Lufthansa deployed its 500-seater Airbus A380 instead of the 290-seater A350 on Munich-Delhi and Munich-Mumbai routes apart from increasing frequency between Chennai and Frankfurt. SWISS will operate a second daily service between Delhi and Zurich during March 19-24. Lufthansa is weighing the option of getting more group airlines to India. Only Lufthansa, SWISS and ITA now fly to India; there are other group carriers that do not as of now, including Austrian, Brussels Airlines, Discover, and Eurowings.