

Electronic emergency exit doors installed at city airport

Airports Authority of India has changed nearly 140 emergency exit doors in the T1 and T4 domestic terminals, equipping them with electronic security and monitoring systems

PORT CALL

The Hindu Bureau
CHENNAI

In a bid to enhance passenger safety at Chennai airport, the Airports Authority of India (AAI) has changed nearly 140 emergency exit doors in the T1 and T4 domestic terminals, equipping them with electronic security and monitoring systems.

The move comes after the airport fire safety audit flagged concerns about the emergency exit doors bearing a chain and a lock, and on how passengers would escape in case of an exigency.

Airport sources said the access control to these doors would be given to fire safety personnel and to



The move comes after the airport fire safety audit flagged concerns over emergency exit doors bearing a chain and a lock. FILE PHOTO

the Security Operations Control Centre (SOCC) manned by Central Industrial Security Force (CISF) from where they monitor the terminals through CCTV.

“In case of an emergency like fire, the access doors can be opened by either the CISF personnel

or the fire team. Only a handful of authorised personnel will have access control to open the doors. If anyone accidentally pushes these doors, then an alarm will be triggered and can be seen from the SOCC,” a source said.

Sources said they floated bids and the work was

awarded to a firm last August. The work began nearly four months ago and would be completed shortly.

“Private airports are far ahead in terms of security. We desperately need this kind of an enhanced safety. If there is fire, we need not be running around trying to locate the keys for these locks and then open them instead of trying out put out the fire. These doors are fitted with sensors, and a siren will be sounded at SOCC if someone tries to enter or exit through this door. We will be able to watch it from the SOCC through the CCTV cameras,” another source said.

The T2 international terminal was already fitted with electronic emergency exit doors during its opening.



Corporate Communications Directorate

THE PIONEER

DELHI

23 JANUARY 2026

J-K: Union Minister Jitendra Singh reviews flight operations from Udhampur airport terminal

PRESS TRUST OF INDIA

■ Jammu

Union Minister Jitendra Singh on Thursday reviewed the progress of a project to start air services from Jammu and Kashmir's Udhampur, and announced that civilian flights will commence within the next seven months from an interim terminal building at the Air Force station.

Chairing a high-level review meeting in Udhampur, the minister said a proposal for the acquisition of additional land is being pursued with the support of the Chief Minister Omar Abdullah-led Government to



enable the development of a full-fledged airport at Udhampur in the coming years.

"With existing facilities and interim arrangements, flight operations are target-

ed to be operationalised within the next 6-7 months," he said, lauding a close coordination between the IAF and the Airports Authority of India (AAI) to expedite the process.

Secretary, Ministry of Civil Aviation, Sameer Kumar Sinha, Secretary, Civil Aviation, Government of J&K, Naveen SL, AAI Chairman Vipin Kumar, Divisional Commissioner, Jammu, Ramesh Kumar and Executive Director (Planning) Nandita Bhatt, besides other dignitaries, attended the meeting. Singh, Minister of State at the Prime Minister's Office (PMO), highlighted that the Chenab region has received focused attention after 2014, with close monitoring by the prime minister, reflecting the Government's initiative for inclusive and regional development.



Corporate Communications Directorate

BUSINESS LINE

DELHI

22 JANUARY 2026

TRAI to examine right-of-way issues for telecom firms at Navi Mumbai airport

S Ronendra Singh
New Delhi

The Telecom Regulatory Authority of India (TRAI) on Wednesday said it will examine the right-of-way (RoW) issues at Navi Mumbai International Airport Limited (NMIAL), for which telcos had recently sought the regulator's intervention.

"The issues that the telecom service providers (TSPs) have primarily raised are the right of way access. For further RoW access, there are well-set rules — how it is to be escalated, how the RoW is to be determined... if it comes through the issue of what should be a pricing mechanism, then if that issue comes through TRAI, then we have to get the framework done," Anil Ku-

mar Lahoti, Chairman, TRAI, told reporters here on the sidelines of an event.

Till now, RoW issues have been decided by market forces, he informed.

TELCOs APPEAL

The TSP representative, the Cellular Operators Association of India (COAI), had recently written to TRAI, seeking regulatory intervention, as the Adani Group-backed Navi Mumbai International Airport was not allowing telcos to deploy their own networks.

COAI, which represents telcos like Bharti Airtel, Reliance Jio and Vodafone-Idea, also reached out to the Department of Telecommunications for intervention, stating that its member TSPs had approached the Navi Mumbai International Air-

port, seeking requisite approvals to deploy their own telecom networks, including in-building solutions (IBS) infrastructure, to provide seamless 4G and 5G connectivity within the airport premises.

"However, contrary to the statutory framework under the Telecommunications Act, 2023, and the RoW Rules 2024, NMIAL has declined to grant the necessary permissions," COAI said.

REGULATORY NEED

Therefore, it said that TRAI's intervention was essential to address this emerging structural issue which, if left unregulated, could be replicated across various public places/infrastructure projects, thereby undermining competition and consumer experience. Lahoti said TRAI

will not require any specific reference from the government, and it can *suo motu* proceed on the matter based on references received from the COAI or the telcos.

NMIAL STATEMENT

Meanwhile, NMIAL, in a statement, said the IBS infrastructure for the mobile network was procured and installed after multiple discussions with individual TSPs and that, in fact, government-owned BSNL is already in the advanced phase of testing for the use of IBS at the airport.

"We are rigorously following up with TSPs to conclude the discussions. We welcome individual TSPs to discuss and mutually agree on rates. However, we will not give in to any cartelisation in this regard," it said.



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

22 JANUARY 2026

Gen Z-inspired lounge at airport

Kempegowda International Airport on Wednesday unveiled 'Gate Z', a first-of-its-kind social lounge at Terminal 2, designed inspired by the Gen Z generation. Located next to the 080 International Lounge in Terminal 2, Gate Z goes beyond the traditional concept of quiet waiting spaces and instead offers a lifestyle-oriented space and interaction. Airport officials said the lounge is not restricted to a specific age group but represents a mindset that appeals to a wide range of travellers. Designed as a contemporary "market street", the lounge features

curved seating, interactive zones, soothing lighting and clearly demarcated spaces for work, relaxation and socialising.

Key attractions include Bubble & Brew, a café-bar; the Sipping Lounge for informal conversations; the retro-themed Subway Diner with live counters; and the Amphizone, a contemporary amphitheatre for screenings, pop-up events and gatherings. The interiors use a warm palette of cyan and burnt orange, eco-friendly materials and AI-enabled navigation tools to navigate passenger convenience. **BMB**



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

22 JANUARY 2026

NEW-AGE HANGOUT

GenZ-inspired lounge opens at KIA

BENGALURU, DHNS

The Kempegowda International Airport (KIA) has opened Gate Z, a Gen Z-inspired social lounge at Terminal 2, reflecting changing expectations of airport spaces.

Next to the 080 International Lounge, Gate Z moves away from conventional lounges. It is positioned as a shared, social-first space shaped by sustainability and seamless technology, Bangalore Airport Services Limited (BASL) said.

The design draws from urban high streets, with fluid layouts, curved seating, ambient lighting and interactive zones for work or rest. AI-enabled features support intuitive navigation and personalisation.

Gate Z has four zones: Bubble & Brew (café-bar), Sipping Lounge (relaxed



The lounge is located in Terminal 2.

seating), Subway Diner (retro dining), and Amphizone (amphitheatre for screenings and pop-up events).

The name Gate Z was chosen through a nationwide contest inviting young Indians to take part.

H'bad Airport Raises ₹2.1k-cr to Repay Debt

Shilpy Sinha

Mumbai GMR Hyderabad International Airport has raised about ₹2,100 crore through a long-tenor rupee bond, refinancing an upcoming dollar debt maturity, said people familiar with the transaction. The fundraise underscores the airport operator's sharpening focus on the domestic market to lower funding costs and reduce currency risk. The 15-year bond was priced at an internal rate of return of about 7.82%, with step-ups after five and 10 years. Deutsche Bank and Axis Bank acted as arrangers as well as investors in the deal. Proceeds of the issue will be used to refinance overseas dollar bonds maturing in early February 2026.

GHIAL has a senior secured note of about \$287 million with a coupon of roughly 4.75% that falls due on February 2. While the dollar coupon appears low, the effective cost after hedging and related expenses had risen to more than 9.5%, making domestic borrowing more attractive, said one of the persons cited above.

The latest issuance is part of an effort by GHIAL to improve its debt profile by replacing foreign currency liabilities with rupee funding and extending maturities. The company had been planning

to address the February 2026 bullet repayment through domestic non-convertible debentures, seeking to reduce refinancing and currency risks. Following the February 2026 maturity, GHIAL faces another bullet repayment of about \$350 million in October 2027.

Beyond refinancing, GHIAL is expected to take on fresh debt of about ₹10,000 crore to fund capital expenditure under its capacity expansion plan, often referred to as CP4, according to an Ica Ratings report from earlier this month. Excluding the dollar bond maturities, the company has scheduled repayments of about ₹750 crore on a standalone basis between fiscal 2026 and fiscal 2030.

GMR Hyderabad International Airport operates the Rajiv Gandhi International Airport at Shamshabad in Hyderabad. The airport began commercial operations on March 23, 2008. GHIAL is promoted by GMR Airports with a 74% stake, along with the Airports Authority of India and the Telangana government holding 13% each. The airport's capacity was expanded to 34 million passengers in 2024.



Deutsche Bank and Axis Bank acted as arrangers as well as investors in the deal



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

22 JANUARY 2026

India among top 5 pax markets for Singapore's Changi Airport

PTI

SINGAPORE

India was among the top five passenger traffic and cargo volume generating markets for Singapore's Changi Airport which added Vijayawada among new destinations for airlines to fly to last year, the airport operator said on Thursday. Changi Airport, from which about 100 airlines operate, recorded an all-time high of 69.98 million passenger movements in 2025, an improvement of 3.4% compared to 2024's passenger traffic, the Changi Airport Group said. The airport's top five passenger markets for 2025 were China, Indonesia, Malaysia, Australia and India, it added. Changi Airport added 13 city links to its global footprint in 2025 - a record year for network growth, CAG said.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

23 JANUARY 2026

B'luru airport employee sexually harasses South Korean woman, held

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BENGALURU : A Bengaluru airport staffer was arrested for sexually harassing a South Korean woman allegedly under the pretext of a security inspection, police said on Thursday.

According to the police, the accused, identified as Affaann Ahmed(25), is a contractual employee of an airliner.

The incident occurred on January 19, when the South Korean woman had arrived at the Kempegowda International Airport (KIA) to board a flight to Korea.

During the ticket and security check process, the accused allegedly claimed that a "beeping sound" was emanating from the woman's bag and insisted that she undergo a separate inspection, police said.

"Under the guise of conducting a security check, the accused took the woman to the men's toilet and touched her inappropriately," Devanahalli ACP Sri Harsha told HT.

When the woman strongly

resisted, the accused fled the spot, the police said.

The woman, shocked by the incident, immediately alerted airport security personnel after coming out of the restroom. Airport security staff detained the accused on the spot and handed him over to the Kempegowda Airport Police.

A review of the CCTV footage from the airport premises corroborated the woman's allegations, police said.

"The CCTV footage clearly supports the complaint made by the victim. Based on the evidence and her statement, the accused was arrested and booked for sexual harassment under BNS," the officer added.

In a statement, AISATS, the employer of the accused, said, "The employee involved was immediately terminated and handed over to the authorities for further legal action. We deeply regret the emotional distress caused by the incident and have extended all necessary support to the guest...AISATS is fully cooperating with authorities."



Corporate Communications Directorate

THE PIONEER

DELHI

23 JANUARY 2026

India among top five passenger generating markets for Singapore's Changi Airport

GURDIP SINGH

■ Singapore

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The airport's top five passenger markets for 2025 were China, Indonesia, Malaysia, Australia and India, it added.

Changi Airport added 13 city links to its global footprint in 2025 — a record year



for network growth, CAG said.

The new destinations are: Changchun, Harbin, Lanzhou, Yichang and Zhangjiajie in China, Labuan Bajo, Padang and Semarang in Indonesia, Vienna (Austria), Vijayawada (India), Kota Bharu (Malaysia), Ulaanbaatar (Mongolia) and Nha Trang (Vietnam).

As of January 2026, about

100 airlines operate more than 7,300 weekly scheduled flights at Changi Airport, connecting Singapore to more than 170 cities in 50 countries and territories worldwide, according to CAG.

Aircraft movements, which include landings and take-offs, rose 2.2 per cent year on year to 374,000 movements.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

22 JANUARY 2026

KIA staffer gropes Korean woman in name of frisking

TIMES NEWS NETWORK

Bengaluru: A 32-year-old businesswoman from South Korea accused an airline ground-handling staff member of sexual harassment at Kempegowda International Airport (KIA) here Monday. In the name of "manual frisking", the accused allegedly touched her inappropriately, hugged her and thanked her.

The woman, who arrived in India on a tourist visa in November, was returning to her home country when the incident took place in the international de-

IN JUDICIAL CUSTODY

parture area of Terminal 2 of the airport. The accused, Mohammed Affann Ahmed, 25, from Kammanahalli, is not authorised to conduct frisking. He was arrested and sent to Central Jail in Parappana Agrahara on Tuesday. According to her complaint, a man approached her around 10.45am after she had cleared Central Industrial Security Force (CISF) frisking and immigration

checks. Identifying himself as airport staff, he checked her boarding pass and claimed there was an issue with her checked-in baggage.

He allegedly told her that rechecking the baggage would take time and asked her to accompany him for "manual frisking". He took her near the men's washroom, where under the guise of "manual frisking", he touched her chest multiple times, asked her to turn around, and then touched her private parts. When she objected, he allegedly hugged her, thanked her, and asked her to leave.

Following a complaint from the woman, airport officials detained Ahmed, a ground staff member of Air India SATS, and alerted the KIA police.

Airport authorities clarified Ahmed had no authority to physically check passengers. In case of suspicion, he was required to alert immigration or CISF personnel and ensure frisking was conducted by authorised female staff.

Police said CCTV footage corroborated the woman's account. A case was registered against Ahmed for sexual harassment and is in judicial custody.



Corporate Communications Directorate

AMAR UJALA

DELHI

23 JANUARY 2026

इंडिगो पर 22 करोड़ का जुर्माना 50 करोड़ रुपये की बैंक गारंटी

एयरलाइन के वरिष्ठ उपाध्यक्ष को पद से हटाने का निर्देश

अमर उजाला ब्यूरो

नई दिल्ली। दिल्ली हाई कोर्ट ने इंडिगो एयरलाइन पर बड़े पैमाने पर उड़ानें रद्द करने से फैली अव्यवस्था के मामले में 22 करोड़ रुपये का जुर्माना लगाया है। कोर्ट ने इंडिगो के वरिष्ठ उपाध्यक्ष को पद से हटाने का निर्देश दिया है और डीजीसीए के पक्ष में 50 करोड़ रुपये की बैंक गारंटी जमा करने का आदेश दिया है। ये फैसला मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय और न्यायमूर्ति तेजस कारियब की पीठ ने बुधवार को सुनाया। कोर्ट ने कहा कि ये गारंटी निर्देशों के पालन और लंबे समय तक व्यवस्था में सुधार के लिए है।

सुनवाई के दौरान केंद्र सरकार की ओर से पेश एडिशनल सॉलिसिटर जनरल चेतन शर्मा ने बताया कि एयरलाइन के अधिकारियों को चेतावनी भी जारी की गई है। अदालत ने उड़ानें रद्द होने और हवाई अड्डों पर फंसे यात्रियों को मुआवजा देने के बारे में पूछताछ की। इंडिगो ने जानकारी दी कि प्रभावित यात्रियों को 10,000 रुपये के यात्रा वाउचर दिए जा रहे हैं, जिनकी वैधता एक साल है।

दिल्ली हाईकोर्ट ने व्यवस्था सुधारने का दिया आदेश

उड़ान रद्द होने का मुआवजा पहले ही दिया जा चुका है और फंसे यात्रियों को मुआवजा देने की प्रक्रिया जारी है। इसके लिए एक समर्पित वेबसाइट लॉन्च की गई है, जहां यात्री मुआवजे के लिए आवेदन कर सकते हैं।

याचिकाकर्ता की ओर से तर्क दिया गया कि इंडिगो ने फंसे यात्रियों को ट्रेवल वाउचर दिए हैं, लेकिन उनके उपयोग की समय सीमा तय कर दी है। इस पर पीठ ने इंडिगो को हलफनामा दाखिल कर यात्रियों को दिए जा रहे मुआवजे की विस्तृत जानकारी 25 फरवरी को अगली सुनवाई में देने को कहा है। ये मामला 3 से 5 दिसंबर 2025 को इंडिगो द्वारा बड़े पैमाने पर उड़ानें रद्द करने से जुड़ा है।

अधिवक्ता अखिल राणा और उत्कर्ष शर्मा ने जनहित याचिका दायर कर न्यायिक जांच की मांग की थी। इसमें इंडिगो ने बिना पूर्व चेतावनी के 2,507 उड़ानें रद्द कीं और 1,852 उड़ानों में देरी हुई, जिससे हवाई अड्डों पर लाखों यात्री फंस गए।



Corporate Communications Directorate

AMAR UJALA

DELHI

23 JANUARY 2026

इंडिगो के मुनाफे में 78 फीसदी की गिरावट

नई दिल्ली। उड़ानों में व्यवधान और नए श्रम संहिता के लागू होने से इंडिगो को दिसंबर तिमाही में 549 करोड़ का शुद्ध लाभ हुआ है। यह एक साल पहले की समान अवधि के 2,449 करोड़ की तुलना में 78 फीसदी कम है। तीसरी तिमाही में कंपनी को 1,546.5 करोड़ रुपये का नुकसान हुआ। इसमें उड़ान व्यवधानों से 577 करोड़ व नए श्रम कानूनों के लागू होने के कारण 969 करोड़ का नुकसान शामिल है। एजेसी

हादसे से एअर इंडिया को होगा रिकॉर्ड 15,000 करोड़ का घाटा

■ पाकिस्तान का हवाई क्षेत्र बंद होने से भी बढ़ी मुश्किल
अमर उजाला ब्यूरो

नई दिल्ली। पिछले साल गुजरात में भीषण विमान हादसे और हवाई क्षेत्र बंद होने के कारण एअर इंडिया को रिकॉर्ड घाटा होने की आशंका है। इन घटनाओं ने कंपनी के मुकाम तक पहुंचने की दिशा में हुई प्रगति को पूरी तरह चौपट कर दिया है। टाटा समूह व सिंगापुर एयरलाइंस के संयुक्त उद्यम एअर इंडिया को 31 मार्च, 2026 को समाप्त होने वाले वित्त वर्ष में कम से कम 15,000 करोड़ रुपये का भारी घाटा उठाना पड़ सकता है।

इसी तरह, सैन्य संघर्ष के बाद पाकिस्तान के भारतीय एयरलाइंस के लिए हवाई क्षेत्र को बंद करने से भी कंपनी की आय पर और बुरा असर पड़ा है। इससे एयरलाइंस को यूरोप और अमेरिका के लिए लंबे रास्तों से जाना पड़ रहा है, जिससे ईंधन की लागत बढ़ गई है। यह झटका गंभीर है, क्योंकि जून में अहमदाबाद में हुए विमान हादसे से पहले एअर इंडिया मुनाफे की ओर लौट रही थी। टाटा संस ने इस वित्त वर्ष में परिचालन घाटे को पूरा करने का लक्ष्य रखा था, लेकिन अब मुनाफा कमाना नामुमकिन है।

एअर इंडिया प्रबंधन की नई पांच वर्षीय योजना में केवल तीसरे वर्ष में लाभ का अनुमान लगाया गया था। लेकिन बोर्ड ने इसे अस्वीकार कर दिया और अधिक आक्रामक तरीके से सुधार के



32,210 करोड़ रुपये का घाटा हुआ है विमानन कंपनी को पिछले तीन वर्षों में

विमानन उद्योग को 180 अरब का घाटा

रेटिंग एजेंसी इक्रा का मानना है कि 2025-26 में एयरलाइंस उद्योग को 170-180 अरब रुपये का शुद्ध घाटा हो सकता है। हालांकि, इस क्षेत्र की बाधाएं अस्थायी हैं। चालू वित्त वर्ष में हवाई यात्रियों की संख्या 16.5 से 17 करोड़ होने की संभावना है।

प्रयास के निर्देश दिए। एअर इंडिया को पिछले तीन वर्षों में 32,210 करोड़ रुपये का घाटा हुआ है। पिछले वर्ष इसने 10,000 करोड़ की नई सहायता मांगी थी। बढ़ते घाटे अब दोनों मालिकों के लिए चिंता का विषय बन गए हैं। टाटा समूह ने कैम्बेल विल्सन की जगह नए मुख्य कार्यकारी अधिकारी की तलाश भी शुरू कर दी है।

एअर इंडिया हादसा

एफएएस की रिपोर्ट में सॉफ्टवेयर की खामियां, सर्किट ब्रेकर ट्रिप, शॉर्ट सर्किट का जिक्र

खुलासा... ड्रीमलाइनर में पहले से थे गंभीर तकनीकी दोष

अमर उजाला नेटवर्क

वाशिंगटन/ नई दिल्ली। अहमदाबाद में पिछले साल 12 जून को हुए एअर इंडिया विमान हादसे को लेकर नया और गंभीर दावा सामने आया है। अमेरिकी विमानन सुरक्षा अभियानकर्ताओं का कहना है कि जिस बोइंग 787-8 ड्रीमलाइनर की दुर्घटना में 260 लोगों की जान गई, उसमें पहले से ही तकनीकी खामियां और सुरक्षा दोषों का लंबा रिकॉर्ड मौजूद था, जिसमें उड़ान के दौरान आग लगने की घटना भी शामिल है।

अमेरिका स्थित फाउंडेशन फॉर एविएशन सेफ्टी (एफएएस) ने अपने निष्कर्षों से जुड़ी एक प्रस्तुति अमेरिकी सीनेट को सौंपी है। संगठन का दावा है कि उसके पास मौजूद दस्तावेज यह



विमानों से जुड़े लगभग 2000 फेल्योर रिपोर्ट्स का अध्ययन किया है। इनमें वायरिंग बे में पानी के रिसाव जैसे मामले भी शामिल हैं, जिन पर पहले एफए (फेडरल एविएशन एडमिनिस्ट्रेशन) भी चिंता जता चुका है।

दिखाते हैं कि हादसे का शिकार विमान सेवा में आने के पहले दिन से ही तकनीकी समस्याओं से जूझ रहा था। हालांकि हादसे की आधिकारिक जांच अभी जारी है और बोइंग ने इस पर टिप्पणी करने से इनकार किया है। हादसे में शामिल विमान, जिसका पंजीकरण वॉटी-एनबी था, बोइंग 787 श्रृंखला

एफएएस की यह रिपोर्ट अमेरिकी सीनेट की परमानेंट सबकमेटी ऑन इन्वेस्टिगेशंस को भेजी गई है। यह वही समिति है जिसने पिछले वर्ष बोइंग की टूटी हुई सुरक्षा संस्कृति पर सुनवाई की थी। एफएएस का कहना है कि उसकी चिंताएं केवल अहमदाबाद हादसे तक सीमित नहीं हैं। संगठन ने दावा किया है कि उसने अमेरिका, कनाडा और ऑस्ट्रेलिया में सैकड़ों 787 हादसों का अध्ययन किया है। इनमें वायरिंग बे में पानी के रिसाव जैसे मामले भी शामिल हैं, जिन पर पहले एफए (फेडरल एविएशन एडमिनिस्ट्रेशन) भी चिंता जता चुका है।

अमेरिकी सीनेट तक पहुंची रिपोर्ट

के शुरुआती विमानों में से एक था। इसने पहली उड़ान 2013 के अंत में भरी और 2014 की शुरुआत में एयर इंडिया के बड़े में शामिल हुआ। खोबीसी न्यूज के अनुसार इंजीनियरिंग और निर्माण से जुड़ी खामियां, गुणवत्ता नियंत्रण में चूक और रखरखाव से जुड़ी कमियों के जटिल और धमिल करने

वाले संयोजन के कारण उत्पन्न हुईं। इन विफलताओं में इलेक्ट्रॉनिक्स और सॉफ्टवेयर की खराबियां, बार-बार सर्किट ब्रेकर ट्रिप होना, वायरिंग को नुकसान, शॉर्ट सर्किट, विद्युत आपूर्ति का बाधित होना और पावर सिस्टम के हिस्सों का जरूरत से ज्यादा गर्म होना शामिल बताया गया है।

पायलटों पर फोकस को लेकर बढ़ा विरोध

इस विवरण के बाद अमेरिका और भारत में कई टिप्पणीकारों ने हादसे के लिए पायलट की गलती की संभावना जताई। लेकिन इसके बाद पीड़ितों के वकीलों, सुरक्षा अभियानकर्ताओं, पायलट संघों और तकनीकी विशेषज्ञों की ओर से कड़ा विरोध सामने आया। उनका कहना है कि पायलटों पर ध्यान केंद्रित करना धामक खामो की जांच प्रभावित हो रही है।

■ एफएएस प्रमुख की तीखी प्रतिक्रिया फाउंडेशन फॉर एविएशन सेफ्टी का नेतृत्व एड पियर्सन कर रहे हैं। वे वर्षों से बोइंग की सुरक्षा और गुणवत्ता प्रणालियों के मुखर आलोचक रहे हैं। एड पियर्सन ने एयर इंडिया हादसे की प्रारंभिक रिपोर्ट को बेहद शर्मनाक बताया है।

AI's A350 that ingested a box will be back in service soon

FREAK ACCIDENT. Container lay abandoned on taxiway after falling from a tug: DGCA

Our Bureau
Mumbai

An Air India Airbus A350 aircraft, grounded after an engine ingestion incident at New Delhi, is likely to return to service in two to three weeks.

The right engine of the Airbus aircraft suffered extensive damage after ingesting an idle cargo container last Thursday.

The freak incident occurred while the aircraft was taxiing to a parking bay in low visibility.

Air India operates six Airbus A350 aircraft and serves London, New York and Newark. With one aircraft grounded, it is using a Boeing 777 plane for one of the US/UK flights.

OEM ASSESSMENT

The airline is conducting inspections of the damaged engine, and an assessment will be shared with the original equipment manufacturers, Rolls-Royce and Collins Aerospace. The damaged engine will be replaced sub-



ENGINE CHECK. Air India is inspecting the engine and will replace it after assessment by OEMs Rolls-Royce and Collins Aerospace

sequently, after taking OEM feedback.

Damaged portions include the engine fan and the inlet cowl. While Air India has a spare engine, it is sourcing an inlet cowl from Collins Aerospace.

INSURER NOTIFIED

Air India and Rolls-Royce did not respond to email queries.

A source said the airline has alerted all agencies, in-

cluding the aircraft insurer. "We are waiting for the final report from DGCA," he added.

A surveyor will inspect the damaged engine, and based on the inspection, the claim amount will be determined. The insurance company can also claim damages from ground handling firm BWFS under subrogation clauses in the policy.

On its part, the regulator

has begun its probe and is expected to fix responsibility for the incident and prevent recurrence. Training of ground personnel involved will also be checked.

In its preliminary finding, the DGCA said a container lay abandoned on the taxiway after falling from a tug.

DGCA'S ACCOUNT

"A tug belonging to BWFS was transporting a few containers to this area when one of the wheels of the container dolly came off and the container toppled onto the taxiway. The equipment operator noticed Air India aircraft taxiing in and equipment operator vacated the spot with remaining dollies and containers. However, the container which fell was left behind and it got ingested in engine of Air India A350 aircraft," a Directorate General of Civil Aviation official had said last week.

The Airbus aircraft involved in the incident was *en route* to New York but was forced to return to Delhi due to the closure of Iranian airspace.



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 JANUARY 2026

IndiGo Q3 profit plunges 77% after major flight disruptions in December

EARNINGS BREAKUP. Total income rose 6.7% on year to ₹24,541 cr; operations revenue up 6.2% at ₹23,472 cr

Our Bureau
New Delhi

Flight cancellations and other operational disruptions last month following the implementation of new pilot rest norms weighed heavily on the financial performance of InterGlobe Aviation Ltd, which operates IndiGo, during the third quarter of FY26. The airline reported a 77.6 per cent decline in net profit to ₹549 crore for the quarter ended December 31, 2025, compared with ₹2,449 crore a year ago.

The decline, as per the airline, was driven by "exceptional items" amounting to ₹1,547 crore. These included provisions related to the implementation of new labour laws, costs arising from operational disruptions, penalties imposed by the regulator, and the impact of foreign exchange movement linked to dollar-denominated future obligations.

Last week, the aviation

regulator imposed financial penalties amounting to ₹22.20 crore on IndiGo after an inquiry into the disruptions. Apart from the monetary penalties, DGCA has directed IndiGo to pledge a ₹50 crore bank guarantee under the IndiGo Systemic Reform Assurance Scheme (ISRAS).

The enforcement action followed an inquiry conducted by the regulator after 2,507 flights were cancelled and 1,852 were delayed between December 3 and 5, 2025, affecting over three lakh passengers across the country.

However, excluding exceptional items and foreign exchange impact the airline had made an underlying profit of ₹3,131 crore for the quarter, compared with ₹3,846 crore a year ago.

According to IndiGo Chief Executive Officer Pieter Elbers, the company faced "major operational disruptions that resulted in significant flight cancellations and delays from December 3 to 5." Despite these opera-

Financial performance summary (₹ crore)

Particulars	Quarter ended Dec'25	Quarter ended Dec'24	Change (%)
Revenue from operations	23,472	22,111	+6.2
Other income	1,069	882	+21.2
Total income	24,541	22,993	+6.7
PBT	562	2,527	-77.8
PAT	549	2,449	-77.6
Profit excluding foreign exchange and exceptional items	3,131	3,846	-18.6

tional disruptions, Elbers said, "IndiGo delivered a topline of around ₹24,500 crore in the December quarter, reflecting a growth of around 7 per cent with a reported profit of around ₹500 crore and an underlying profit excluding exceptional items and forex of ₹3,100 crore. We welcomed nearly 32 million customers in this quarter and around 124 million customers in the calendar year 2025."

"Our long-term fundamentals remain strong, backed by our expanding fleet, growing domestic and international network."

After the results, Elbers

briefed key stakeholders through a series of post-earnings conference calls, in which he highlighted that the disruptions linked to the rollout of the revised norms were temporary in nature.

TIGHTER ALIGNMENT

Besides, he acknowledged the need for tighter alignment between pilot availability, rostering and regulatory compliance. During the briefing, Elbers said recruitment and training efforts are being stepped up to ensure operational resilience.

Further, he pointed out that the cost impact from the cancellations and delays dur-

ing December was around ₹577 crore.

The airline's total income during the quarter rose 6.7 per cent year-on-year to ₹24,541 crore, while revenue from operations increased 6.2 per cent to ₹23,472 crore, supported by growth in passenger tickets and ancillary revenues.

Additionally, capacity expanded 11.2 per cent to 45.4 billion available seat km and passenger numbers increased 2.8 per cent to 3.19 crore. However, yield declined 1.8 per cent and load factor fell 2.4 percentage points to 84.6 per cent.

Total expenses increased 9.6 per cent to ₹22,432 crore during the quarter, reflecting higher fuel and other operating costs.

IndiGo added 23 passenger aircraft during the quarter, taking its fleet strength to 440 aircraft.

In addition, the airline ended the period with free cash of ₹36,945 crore and a total cash balance of ₹51,607 crore.



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 JANUARY 2026

Delhi HC asks IndiGo to file affidavit on refund, compensation

Press Trust of India
New Delhi

The Delhi High Court on Thursday asked IndiGo to file an affidavit on payment of refund for cancelled tickets and compensation to passengers who were stranded amid mass cancellation of its flights in December last year.

The counsel for the low-cost air carrier told a Bench of Chief Justice DK Upadhyaya and Justice Tejas Karia that refund for the cancelled flights had been processed



TRAVEL CHAOS. Between December 3 and 5, around 2,507 flights were cancelled and 1,852 flights were delayed, impacting over three lakh passengers

and compensation was being offered in terms of the civil aviation requirements.

The counsel also said for flights that were "most

severely impacted", ₹10,000 was being offered as vouchers and a website had been set up for passengers to claim the compensation.

PIL HEARING

The court was hearing a public interest litigation by advocates Akhil Rana and Utkarsh Sharma. Between December 3 and 5, as per the Directorate General of Civil Aviation (DGCA), 2,507 flights were cancelled and 1,852 flights were delayed, impacting over three lakh passengers.

The petitioner said IndiGo was offering ₹10,000 as travel voucher to the stranded passengers, which would expire in some time. On being informed that the

voucher was valid for 12 months, the Bench asked IndiGo counsel to clarify what would happen if an individual was unable to utilise it within the time frame.

Additional Solicitor General Chetan Sharma appeared on behalf of the civil aviation ministry and DGCA, and submitted that several steps were taken by the authorities in the aftermath of the crisis. A Senior Vice-President of the airline was told to be dismissed from service and a penalty of ₹22 crore was also imposed.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

23 JANUARY 2026

Add planes to claim slots vacated by IndiGo: Centre to airlines

DEEPAK PATEL
New Delhi, 22 January

The Ministry of Civil Aviation has told airlines that those capable of operating new flights with additional aircraft and crew, rather than simply reshuffling existing services, will be given preference in the allocation of slots vacated by IndiGo.

IndiGo cancelled 4,290 flights between December 1 and 9 after it fell short of pilots to implement the new flight duty time limitation (FDTL) rules, which introduced more humane working hours for flight crew and came into effect in November. On December 9, the Directorate General of Civil Aviation (DGCA) ordered the airline to cut 10 per cent of its domestic flights from the schedule for the entire winter season, which runs until late March.

In a letter sent on Thursday to all Indian carriers and airport operators, the ministry said a slot coordination committee had been constituted for the "redistribution of slots vacated by IndiGo". The committee held its first meeting on January 13, during which the process and principles governing the redistribution were discussed.

The ministry then set out the conditions under

which other airlines would be allowed to apply for the vacated slots. "Surrendered slots should not remain unutilised where capacity can be added. Preference shall be given to airlines that can demonstrate capacity in the form of additional aircraft, pilots, cabin crew, ground support equipment and maintenance engineers, and not merely a reshuffle of existing flights," the letter said.



of additional aircraft, pilots, cabin crew, ground support equipment and maintenance engineers, and not merely a reshuffle of existing flights," the letter said.

It further said: "Airlines must share operational preparedness failing which assigned slots will be cancelled and re-assigned. Existing routes or sector connectivity shall not be discontinued to utilise vacated slots."

Airlines have been asked to submit their requests and preferences to the relevant airport operators for the slots vacated by IndiGo. The airport operators will compile the applications and forward them to the slot coordination committee for consideration. The final allocation of slots will be decided by the committee. During its deliberations, the committee may co-opt other stakeholders, if required, to ensure a fair and efficient distribution of the vacated slots, the ministry said.

₹22 cr penalty levied on IndiGo for Dec chaos: Govt to Delhi HC

The Union government on Thursday told the Delhi High Court (HC) that it had levied a ₹22 crore penalty on IndiGo, and directed the airline to remove its senior vice president (VP) from duty in connection with the large-scale flight disruptions witnessed in early December last year. In a statement on Saturday, the DGCA had issued a caution to the airline's chief executive officer (CEO) for inadequate oversight of flight operations and crisis management; a warning to the accountable manager for failing to assess the impact of the Winter Schedule 2025 and the revised flight duty time limitation (FDTL) civil aviation regulation, which led to widespread disruptions; and a warning to the senior vice president (VP), with directions to relieve him of all operational responsibilities and not assign any accountable role, for systemic planning failures and delayed implementation of the revised FDTL norms. BHAVINI MISHRA

Air India braces for record \$1.6 bn loss in FY26

BLOOMBERG
22 January

Air India is set to report a record annual loss after last year's deadly crash and airspace shutdowns wiped out progress toward a turnaround, according to people familiar with the matter.

The carrier, which is a joint venture between the Tata Group and Singapore Airlines, is on track to post a loss of at least ₹150 billion (\$1.6 billion) for the year ending March 31, said the people, who asked not to be identified discussing private information. Earnings were further hit by Pakistan's closure of its airspace for Indian airlines following a military clash with India, forcing carriers to fly longer routes at higher costs to Europe and the US, they added.

The reversal is especially stark because Air India had been edging back toward profitability before the June Dreamliner crash — which killed more than 240 people — undid years of progress. The founders had targeted operational break-even this fiscal year, but profitability is now out of reach, the people said.

The losses come on the back of a turbulent year for Indian aviation marked by flier anxiety, flight delays and mass cancellations by a rival carrier that has put a spotlight on the duopolistic market structure.

Spokespersons for Air India, Tata Group and Singapore Airlines did not respond to emailed request for comments on the losses.

IndiGo Q3 net nosedives 78%

Dec flight disruptions, labour Codes, ₹ depreciation hit earnings

DEEPAK PATEL
New Delhi, 22 January

The consolidated net profit of IndiGo fell by 77.6 per cent year-on-year (Y-o-Y) to ₹549 crore in the third quarter of 2025-26 (Q3FY26) due to implementation of new labour Codes, rupee depreciation and the operational meltdown in December.

The country's largest airline reported "exceptional items" of ₹1,546.5 crore in Q3, mainly due to a ₹969.3 crore one-time hit from the new Labour Codes and a ₹577.2 crore expense linked to its flight disruptions in December.

Facing turbulence

Figures in ₹ crore



	Q3FY26	Q-o-Q chg (%)	Y-o-Y chg (%)
Total revenue	24,541	25.2	6.7
Total expenses	22,432	1.6	9.6
Profit after tax	549	NA	-77.6

Source: Company

■ Add planes to claim slots vacated by IndiGo: Centre to airlines P2 ▶

The airline cancelled 4,290 flights between December 1 and December 9 as it did not have enough pilots to implement the new pilot

duty rules, which came into effect in November and mandate more humane working hours.

Turn to Page 6 ▶

revised the definition of wages for the purposes of computation of employee benefits, and expanded the scope of eligibility of services related to social security benefits, such as gratuity and compensated absence," Negi said, elaborating on the aforementioned exceptional items.

The airline was compensating the affected customers and in addition, as a "gesture of care", also extending travel vouchers to the severely impacted customers. "On January 17, the company received an order from the DGCA imposing a penalty of ₹22.2 crore in connection with the operational disruptions. While the order is being evaluated by the company, the amount has been provisioned for as an exceptional item," he said.

"These items — together with the expenses incurred to provide support and assistance to the impacted customers towards accommodation, transportation, meals, etc — resulted in a total provision of ₹577.2 crore," he added.

Negi said passenger unit revenue (revenue earned per passenger per kilometre flown) came in at ₹5.1 in Q3, down 4.5 per cent year-on-year and in line with the revised guidance. Yield (average fare per passenger per kilometre) stood at ₹5.33, about two per cent lower than a year ago, while the load factor (share of seats filled) was around 85 per cent, also down two percentage points Y-o-Y. Negi said the rupee

depreciated by over one per cent by the end of the third quarter compared to the second quarter, adding to growing foreign exchange headwinds for the airline. He added that the average increase seen through the year has been around five per cent, with the third quarter alone seeing a one per cent increase, and that the rupee was already "behaving the way it's behaving," as reflected in recent news.

"We're in the process of conducting an in-depth review of the robustness and resilience of our internal processes to ensure we emerge stronger out of the event (December disruption). Additionally, we have strengthened some of our internal processes and are preparing thoroughly for the transition to the revised FDTL norms in February," Ebers said. On December 6, the DGCA had placed certain FDTL rules in abeyance for IndiGo until February 10 to allow the airline to stabilise its operations.

Ebers said early December was among the most challenging periods in IndiGo's history, but stressed that the disruption should not define the airline's overall performance. He said IndiGo delivered one of the highest on-time performance levels among the world's top 20 airlines in calendar year 2025, and added that the disruption episode had highlighted lessons that would help strengthen systems and improve long-term operational resilience.

IndiGo Q3 net nosedives 78%

Gaurav Negi, Chief Financial Officer of IndiGo, said on Thursday that the airline inducted 36 aircraft on a gross basis during the quarter, including 24 from its order book and 12 through damp leases, while re-delivering 13 aircraft, taking the fleet to 440 planes at the end of Q3. For Q4FY26, he said, the airline expects capacity growth of around 10 per cent year-on-year, a moderation from its earlier guidance of growth in the teens, primarily due to schedule adjustments following "regulatory requirements."

Following IndiGo's operational meltdown, the DGCA had in December mandated a 10 per cent cut in domestic flights for the entire winter schedule that remains in effect till late March.

IndiGo CEO Pieter Ebers did not directly address a question on pilot hiring before and after November, when the new duty and rest norms came into effect, saying only that hiring is a continuous process that is reviewed regularly. He added that pilot recruitment requires long-term planning and depends on several factors,

including the number of grounded aircraft, the pace of aircraft deliveries from manufacturers and network planning.

During the conference call with analysts, Negi said cost per available seat kilometre (CASK), a key measure of operating cost per unit of capacity, is expected to rise due to the curtailment of capacity by the DGCA.

For the near term, IndiGo is guiding for a mid-single-digit increase in CASK in FY26 compared to FY25, adding that this is a short-term outlook and the airline will provide a clearer picture for FY27 as it further refines its numbers, the CFO added. In Q3, the airline's CASK stood at ₹4.73.

The company's total revenue in Q3 increased 6.7 per cent Y-o-Y to ₹24,541 crore. Its total expenses rose 9.6 per cent Y-o-Y to ₹22,432 crore.

"During the third quarter, the Indian government has consolidated multiple existing labour legislations into a unified framework comprising four new Labour Codes. These legislative changes have

इंडिगो का मुनाफा 78% घटा

दीपक पटेल
नई दिल्ली, 22 जनवरी

विमानन कंपनी इंडिगो का शुद्ध मुनाफा चालू वित्त वर्ष की तीसरी तिमाही में 77.6 फीसदी घटकर 549 करोड़ रुपये रहा। नई श्रम संहिता लागू होने, रुपये में नरमी और दिसंबर में संचालन बाधित होने से कंपनी के मुनाफे पर असर पड़ा है।

इंडिगो ने कहा कि वित्त वर्ष 2026 की तीसरी तिमाही में नई श्रम संहिता की वजह से 969.3 करोड़ रुपये और दिसंबर में उड़ानें रद्द होने से 577.2 करोड़ रुपये का नुकसान हुआ। चालक दल के लिए नए ड्यूटी नियम को लागू करने के लिए पर्याप्त पायलट नहीं होने की वजह से इंडिगो को 1 से 9 दिसंबर के बीच 4,290 उड़ानें रद्द करनी पड़ीं।

इंडिगो के मुख्य वित्तीय अधिकारी गौरव नेगी ने कहा कि कंपनी ने चालू वित्त वर्ष की तीसरी तिमाही में अपने बड़े में 36 नए विमान शामिल किए। उन्होंने कहा कि चौथी तिमाही में इंडिगो को क्षमता में 10 फीसदी इजाफा होने की उम्मीद है, जो पहले के अनुमान से कम है।

इंडिगो का संचालन बाधित होने के बाद नागर विमानन विमान महानिदेशालय (डीजीसीएस) ने दिसंबर में पूरी सर्दियों के

इंडिगो का बहीखाता



	वित्त वर्ष 2025	वित्त वर्ष 2026	बदलाव
तीसरी तिमाही			
कुल आय	22,993	24,541	6.7
कुल खर्च	20,466	22,432	9.6
शुद्ध मुनाफा	2,449	549	-77.6

नोट : आय, खर्च और मुनाफा करोड़ रुपये में।
बदलाव फीसदी में।

स्रोत : कंपनी,

संकलन : बीएस रिसर्च

शेड्यूल के लिए घरेलू उड़ानों में 10 फीसदी की कटौती का आदेश दिया था जो मार्च की शुरुआत तक लागू रहेगा।

वित्त वर्ष 2026 की तीसरी तिमाही में इंडिगो की आय 6.7 फीसदी बढ़कर 24,541 करोड़ रुपये रही। इस दौरान उसका कुल खर्च 9.6 फीसदी बढ़कर 22,432 करोड़ रुपये रहा।

इंडिगो को प्रभावित ग्राहकों को मुआवजा देना पड़ा और बुरी तरह प्रभावित ग्राहकों को कंपनी की ओर यात्रा वाउचर भी दिए गए।

(शेष पृष्ठ 2 पर)

इंडिगो का मुनाफा 78 प्रतिशत लुढ़का

पृष्ठ 1 का शेष

इंडिगो के मुख्य वित्त अधिकारी गौरव नेगी ने कहा, 'डीजीसीए ने संचालन रुकावटों के कारण कंपनी पर 22.2 करोड़ रुपये का जुर्माना लगाया था। हालांकि कंपनी इस आदेश का मूल्यांकन कर रही है और इस रकम का प्रावधान अन्य मद में किया गया है।'

उन्होंने कहा कि तीसरी तिमाही में प्रति यात्री हर किलोमीटर उड़ान पर कमाई 5.2 रुपये रही, जो पिछले साल की समान अवधि से 4.5 फीसदी कम है मगर यह संशोधित अनुमान के मुताबिक है। इसी तरह प्रति यात्री औसत किराया प्रति किलोमीटर 5.33 रुपये रहा जो पिछले वित्त वर्ष की समान अवधि

की तुलना में करीब 2 फीसदी कम है। हालांकि लोड फैक्टर (भरी हुई सीटों का हिस्सा) करीब 85 फीसदी रहा।

नेगी ने कहा कि दूसरी तिमाही की तुलना में तीसरी तिमाही के आखिर तक रुपये में 1 फीसदी से ज्यादा की गिरावट आई जिससे कंपनी की मुश्किलें और बढ़ गईं।

इंडिगो के मुख्य कार्याधिकारी पीटर एल्बर्स ने पायलटों की भर्ती के बारे में पूछे गए सवाल का सीधे जवाब नहीं दिया। उन्होंने सिर्फ इतना कहा कि नियुक्ति लगातार चलने वाली प्रक्रिया है जिसकी नियमति रूप से समीक्षा की जाती है। उन्होंने आगे कहा कि पायलटों की नियुक्ति के लिए दीर्घावधि योजना की जरूरत होती है।

दिसंबर में उड़ानों में हुई गड़बड़ी के मामले में की गई कार्रवाई

इंडिगो पर 22 करोड़ रुपये का जुर्माना, वरिष्ठ वीपी हटाए गए

भाविनी मिश्रा

नई दिल्ली, 22 जनवरी

केंद्र सरकार ने गुरुवार को दिल्ली हाई कोर्ट को बताया कि पिछले साल दिसंबर की शुरुआत में उड़ानों में बड़े पैमाने पर हुई गड़बड़ी के मामले में उसने इंडिगो पर 22 करोड़ रुपये का जुर्माना लगाया है और एयरलाइन को वरिष्ठ उपाध्यक्ष को परिचालन से हटाने का निर्देश दिया है।

नियामक ने शनिवार को एक बयान में एयरलाइन के मुख्य कार्यकारी को फ्लाइट ऑपरेशंस और क्राइसिस मैनेजमेंट की अपर्याप्त निगरानी पर चेतावनी जारी की थी। यह चेतावनी अकाउंटेबल मैनेजर (सीओओ) को विंटर शेड्यूल 2025 और संशोधित एफडीटीएल सीएआर के असर का आकलन करने में नाकाम रहने के लिए जारी की गई, क्योंकि इससे उड़ानों में बड़े पैमाने पर बाधा पहुंची। सीनियर वाइस-प्रेसिडेंट (ओसीसी) को व्यवस्थागत नियोजन में नाकाम रहने और संशोधित एफडीटीएल नियमों को लागू करने में देरी पर भी चेतावनी दी, साथ ही उन्हें सभी



परिचालन संबंधित जिम्मेदारियों से मुक्त करने और कोई भी जिम्मेदार भूमिका न दिए जाने का भी निर्देश दिया।

परिचालन, निगरानी, मानव श्रम नियोजन और रोस्टर मैनेजमेंट में कमियों के लिए फ्लाइट ऑपरेशंस के डिप्टी हेड, क्रू रिसोर्स प्लानिंग के एवीपी और फ्लाइट ऑपरेशंस के निदेशक को भी चेतावनी जारी की गई। इंडिगो को निर्देश दिया गया है कि वह अपनी अंदरूनी जांच में पहचाने गए किसी भी दूसरे कर्मचारी के खिलाफ कार्रवाई शुरू करे और

डीजीसीए को इस संबंध में अनुपालना रिपोर्ट पेश करे।

केंद्र की ओर से पेश अतिरिक्त सॉलिसिटर जनरल चेतन शर्मा ने गुरुवार को कोर्ट को बताया कि सुधार के उपायों का पालन सुनिश्चित करने और लंबे समय तक व्यवस्थागत अनुपालन के लिए एयरलाइन से कहा गया है कि वह एयरलाइन नियामक को 50 करोड़ रुपये की बैंक गारंटी दे। उन्होंने यह भी बताया कि एयरलाइन के दूसरे अधिकारियों को भी चेतावनियां जारी की गई हैं।

मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय और न्यायमूर्ति तेजस करिया के खंडपीठ को इस संबंध में जानकारी दी गई थी। इस खंडपीठ में उड़ानों में हुए व्यवधानों की जांच की मांग वाली जनहित याचिका पर सुनवाई की जा रही है। सरकार ने सीलबंद लिफाफे में अपनी जांच रिपोर्ट भी अदालत में पेश की।

संक्षिप्त सुनवाई के बाद अदालत ने दो सप्ताह के अंदर रिकॉर्ड पर हलफनामे के जरिये केंद्र सरकार को अपना पक्ष रखने का निर्देश दिया है। मामले की अगली सुनवाई 25 फरवरी को होगी।

अधिवक्ता अखिल राणा और उत्कर्ष शर्मा की यह याचिका इंडिगो द्वारा 3 से 5 दिसंबर के बीच उड़ानों के बड़े पैमाने पर रद्द करने और देरी से संबंधित है। इस अवधि के दौरान एयरलाइन ने 2,507 उड़ानों को रद्द कर दिया और अन्य 1,852 में विलंब हुआ, जिससे हवाई अड्डों पर भीड़भाड़ हो गई और बड़ी संख्या में यात्री फंसे रहे।

एयरलाइन पायलटों की कमी और संशोधित उड़ान ड्यूटी टाइम लिमिटेशन मानदंडों को लागू करने में चूक से प्रभावित हुई थी।

झटका • श्रम कानून, ऑपरेशनल बाधा, कमजोर रुपए से 2,581 करोड़ बढ़ा खर्च इंडिगो: लाभ 77% घटकर 550 करोड़, 3 महीने पहले 2,582 करोड़ घाटे में थी

भास्कर बिजनेस | नई दिल्ली

देश की सबसे बड़ी एयरलाइन इंडिगो चलाने वाली कंपनी इंटरग्लोब एविएशन के मुनाफा काफी घट गया है। गुरुवार को जारी नतीजों के मुताबिक, अक्टूबर-दिसंबर तिमाही में कंपनी का मुनाफा 77.55% घटकर 5,50 करोड़ रुपए रह गया। इसके मुकाबले अक्टूबर-दिसंबर 2024 में कंपनी का मुनाफा 2,449 करोड़ रुपए रहा था। इसके बावजूद बीएसई पर कंपनी के शेयर 1% से ज्यादा बढ़त के साथ 4,914 रुपए पर बंद हुए। विश्लेषकों का कहना है कि नतीजे उम्मीद से बेहतर है।

तिमाही-दर-तिमाही आधार पर देखें तो इंडिगो के प्रदर्शन में काफी सुधार हुआ है। बीती तिमाही का मामूली मुनाफा भी इसलिए मायने रखता है कि जुलाई-सितंबर 2025 में कंपनी 2,582 करोड़ रुपए के घाटे में थी। इंडिगो के पास 51,607 करोड़ रुपए की नकदी भी है, जो दिखाती है कि कंपनी पूंजी के मामले में किस कदर मजबूत स्थिति में है। हालांकि बढ़ा हुआ कर्ज और एकमुश्त खर्च के चलते आगे का मुनाफा प्रभावित हो सकता है।

नतीजा एक नजर में: कंपनी की क्षमता, यात्री, आय सब बढ़ी

कुल आय	₹23,472 करोड़	▲6.2%
ऑपरेंटिंग कमाई	₹6,008 करोड़	▲0.8%
शुद्ध मुनाफा	₹5,50 करोड़	▼77.5%
यात्रियों की संख्या	₹ 3.19 करोड़	▲2.8%
कंपनी की क्षमता	₹ 4,540 करोड़	▲11.2%

(क्षमता सीट-किलोमीटर, स्रोत: कंपनी फाइलिंग)

...फिर भी 3 अतिरिक्त खर्चों के चलते घट गया मुनाफा

₹969.3 करोड़	नए श्रम कानूनों के लागू होने से
₹577.2 करोड़	ऑपरेशनल बाधाओं के चलते
₹1,035 करोड़	रुपए की वैल्यू घटने से डॉलर में खर्च
₹2,581 करोड़	कुल अतिरिक्त खर्च हुए

कार्रवाई: केंद्र ने कोर्ट में कहा, इंडिगो को सीनियर वाइस प्रेसिडेंट को बर्खास्त करने के निर्देश दिए गए

केंद्र सरकार ने गुरुवार को दिल्ली हाईकोर्ट में कहा कि इंडिगो को दिसंबर की उड़ान से सीनियर वाइस प्रेसिडेंट को बर्खास्त करने का निर्देश दिया गया है। इसके साथ ही 22 करोड़ रुपए का जुर्माना लगाया गया है और अन्य अधिकारियों को चेतावनी दी गई है। इंडिगो ने टिकट रिफंड कर दिया है, मुआवजा भी जल्द देगी।



के ऑपरेशंस कंट्रोल सेंटर के एसवीपी हैं।
• दिसंबर में उड़ानें निरस्त होने में चूक की जिम्मेदारी इन्हीं की थी।

एअर इंडिया को 15 हजार करोड़ घाटे की आशंका

मुंबई | पिछले साल अहमदाबाद में विमान हादसे और हवाई क्षेत्र बंद होने के कारण एअर इंडिया को रिकॉर्ड सालाना घाटा होने की आशंका है। कंपनी से जुड़े लोगों के मुताबिक, टाटा ग्रुप की यह एयरलाइन, 31 मार्च को समाप्त होने वाले वर्ष 2025-26 में कम से कम 15,000 करोड़ रुपए का घाटा उठाएगी। पाकिस्तान द्वारा भारतीय कंपनियों के लिए हवाई क्षेत्र बंद करने से भी एअर इंडिया की आय प्रभावित हुई है। यह उलटफेर है क्योंकि बीते साल जून में ड्रीमलाइनर हादसे से पहले एअर इंडिया मुनाफे में आने वाली थी। बिजनेस इंटे्लिजेंस प्लेटफॉर्म टोप्लर के दस्तावेजों से पता चलता है कि एअर इंडिया को बीते तीन वर्षों में 32,210 करोड़ रुपए का नुकसान हुआ है। इस बीच टाटा ग्रुप ने कैम्पबेल विल्सन की जगह नए सीईओ की तलाश शुरू कर दी है।



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DECCAN CHRONICLE

HYDERABAD

22 JANUARY 2026

India readies first Airbus-Tata C-295

DC CORRESPONDENT
NEW DELHI, JAN. 21

India expects the first "Made in India" Airbus-Tata C-295 aircraft to roll out of the assembly line factory in Vadodara before September this year as part of the joint project with Spain to deliver 56 C295 military transport aircraft to the Indian Air Force (IAF), External Affairs Minister (EAM) S. Jaishankar said on Wednesday in the Capital after talks with his Spanish counterpart Jose Manuel Albares.

"The Airbus-Tata C-295 Final Assembly Line in Vadodara was jointly inaugurated by our lead-

ers in October, 2024. ... It reflects the growing depth of our defence industrial collaboration and our commitment to build resilient manufacturing capabilities," the EAM said in his opening remarks. According to Airbus, the IAF had earlier "formalised the acquisition of 56 Airbus C295 aircraft to replace their legacy AVRO fleet". Airbus had said that "as per the contract, 40 units will be manufactured and assembled in partnership with TASL at this FAL, while 16 will be delivered to the IAF in 'fly-away' condition from Airbus' final assembly line in Seville, Spain".



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

23 JANUARY 2026

इंडिगो का लाभ तीसरी तिमाही में 78 प्रतिशत घटा

नई दिल्ली: विमानन कंपनी इंडिगो का लाभ चालू वित्त वर्ष की अक्टूबर-दिसंबर तिमाही में 78 प्रतिशत घटकर 549.1 करोड़ रुपये रह गया। देश की सबसे बड़ी एयरलाइन को पिछले वर्ष की इसी तिमाही में 2,448.8 करोड़ रुपये का लाभ हुआ था। इंडिगो की मूल कंपनी इंटर्ग्लोब एविएशन की कुल आय चालू वित्त वर्ष की तीसरी तिमाही में बढ़कर 24,540.6 करोड़ रुपये हो गई जो पिछले वर्ष की इसी तिमाही में 22,992.8 करोड़ रुपये थी। इंडिगो को दिसंबर महीने की शुरुआत में व्यापक स्तर पर परिचालन व्यवधानों का सामना करना पड़ा था। इसके बाद नागर विमानन महानिदेशालय ने एयरलाइन के शीतकालीन उड़ान कार्यक्रम को 10 फरवरी तक 10 प्रतिशत तक घटा दिया था। (प्रेट)



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

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सरकार ने एयरलाइनों से कहा- इंडिगो के खाली स्लाट के लिए आवेदन करें

मुंबई प्रेस : सरकार ने गुरुवार को विमानन कंपनियों से इंडिगो द्वारा खाली किए गए स्लाट पर घरेलू उड़ानें संचालित करने के लिए आवेदन जमा करने को कहा है। दिसंबर में परिचालन संबंधी व्यवधानों के मद्देनजर इंडिगो के शीतकालीन स्लाट में कटौती की गई थी।

पिछले साल तीन से पांच दिसंबर के बीच इंडिगो ने 2507 उड़ानें रद्द कीं और 1852 उड़ानें लेट हुईं, जिससे देशभर के हवाई अड्डों पर तीन लाख से अधिक यात्री प्रभावित हुए। बड़े पैमाने पर हुए व्यवधान के बाद नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इंडिगो के शीतकालीन कार्यक्रम में 10 प्रतिशत की कटौती की। इसका अर्थ था कि एयरलाइन को विभिन्न स्लाट में सेवाएं बंद करनी पड़ीं।

- डीजीसीए ने परिचालन व्यवधान के बाद की थी स्लाट में कटौती
- पिछले वर्ष तीन से पांच दिसंबर के बीच भी रद्द हुई थी उड़ानें

आंतरिक प्रक्रियाओं की गहन समीक्षा कर रही इंडिगो

इंडिगो के सीईओ पीटर फ्लबर्स ने गुरुवार को कहा कि पिछले महीने हुए व्यापक परिचालन व्यवधानों के मद्देनजर एयरलाइन अपनी आंतरिक प्रक्रियाओं की मजबूती और लचीलेपन की गहन समीक्षा कर रही है। परिचालन में निरंतरता और स्थिरता सुनिश्चित करने के प्रयास किए जा रहे हैं। पिछले दिनों जो कुछ हुआ उसके लिए कई कारक जिम्मेदार हैं।

नागरिक उड्डयन मंत्रालय की विज्ञप्ति में कहा गया है कि इंडिगो के खाली हुए स्लाट के वितरण पर गठित समिति की पहली बैठक 13 जनवरी को हुई। इसमें वितरण की प्रक्रिया और नियमों पर चर्चा की गई। विचार-विमर्श के बाद समिति ने अब विमानन कंपनियों से खाली हुए स्लाट के लिए अपने अनुरोध और प्राथमिकताएं प्रस्तुत करने

को कहा है। एयरलाइनों को खाली हुए हवाई अड्डों के लिए संबंधित एयरपोर्ट संचालकों को अनुरोध भेजना होगा और इन हवाई अड्डों के आवंटन पर अंतिम निर्णय उन्हीं का होगा। अन्य शर्तों के अलावा, इच्छुक एयरलाइन को खाली हुए हवाई अड्डों का उपयोग करने के लिए अपने मौजूदा मार्गों को बंद करने की अनुमति नहीं होगी।



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‘इंडिगो पर लगाया है 22 करोड़ रुपये का जुर्माना’

जागरण संवाददाता, नई दिल्ली: देशभर में इंडिगो एयरलाइन के बड़े पैमाने पर विमान रद्द करने के कारण फैली अव्यवस्था के लिए इस एयरलाइन पर 22 करोड़ रुपये का जुर्माना लगाया गया है और इंडिगो के वरिष्ठ उपाध्यक्ष को हटाने का निर्देश दिया गया है। इंडिगो को नागर विमानन महानिदेशालय (डीजीसीए) के पक्ष में 50 करोड़ रुपये की बैंक गारंटी देने का आदेश दिया गया है। गुरुवार को हाई कोर्ट के मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय व न्यायमूर्ति

तेजस कारिया की पीठ के समक्ष केंद्र सरकार ने सीलबंद रिपोर्ट दाखिल कर यह जानकारी दी। केंद्र सरकार की तरफ से पेश हुए एडिशनल सालिसिटर जनरल चेतन शर्मा ने कहा कि इसके साथ ही एयरलाइन के अधिकारियों को चेतावनी भी जारी की गई है।

सुनवाई के दौरान एयरलाइन की तरफ से सूचित किया गया कि एयरलाइन की तरफ से यात्रियों को 10,000 रुपये के यात्रा वाउचर दिए जा रहे हैं, जिसकी वैधता एक साल

की है। एयरलाइन ने यह भी बताया कि विमान रद्द होने के लिए यात्रियों को मुआवजा दिया जा चुका है और मुआवजा देने की प्रक्रिया चल रही है। बताया कि एक डेडिकेटेड वेबसाइट लांच की गई है ताकि परेशान यात्री वहां मुआवजे के लिए आवेदन कर सकें। पीठ ने हलफनामा दाखिल करने का निर्देश देते हुए सुनवाई 25 फरवरी तक के लिए स्थगित कर दी। अदालत ने उक्त तथ्यों को रिकार्ड पर लेते हुए रिपोर्ट को सीलबंद लिफाफे में ही रखने का निर्देश दिया।

एअर इंडिया की लापरवाही से रातभर भटका इंदौर का दंपती

नईदुनिया प्रतिनिधि, इंदौर

एअर इंडिया की लापरवाही और असंवेदनशील रवैये का एक मामला गुरुवार को सामने आया। केरल भ्रमण के बाद कोच्चि से इंदौर लौट रहे इंदौर निवासी दंपती को एअर इंडिया की लापरवाही ने पूरी रात एयरपोर्ट पर भटकने को मजबूर कर दिया। घंटों की देरी, फ्लाइट छूटने और मानसिक यातना के बावजूद कोई सुविधा नहीं दी गई। दंपती ने पूरी रात एयरपोर्ट की कुर्सियों पर बैठकर गुजारी।

इंदौर के खातीवाल टैंक में रहने वाले योगेश वाघवानी अपनी पत्नी खुशबू के साथ केरल भ्रमण पर गए थे। वापसी में कोच्चि से उड़ान एआइ-1873 दोपहर 1.30 बजे दिल्ली के लिए निर्धारित थी। दिल्ली से इंदौर की कनेक्टिंग उड़ान पहले से बुक थी। बुधवार सुबह कोच्चि एयरपोर्ट पहुंचते ही मोबाइल पर फ्लाइट रिशेड्यूल होने का संदेश मिला। योगेश ने बताया कि उड़ान का समय पहले 4.30 बजे किया गया, फिर 5.30 बजे। सुबह से शाम तक दोनों लोग एयरपोर्ट

कोच्चि से दिल्ली होते हुए आना था इंदौर, भेज दिया पुणे, न सुविधा दी और न कोई सहायता



प्रतीकात्मक

पर बैठे रहे, लेकिन एअर इंडिया ने न भोजन दिया, न लाउंज सुविधा। शाम की उड़ान से रात 8.30 बजे दिल्ली पहुंचे, लेकिन शाम सात बजे इंदौर की कनेक्टिंग उड़ान जा चुकी थी। एअर इंडिया ने वैकल्पिक व्यवस्था के नाम पर दंपती को दिल्ली से रात 12 बजे पुणे की उड़ान में बैठा दिया। रात 2.30 बजे पुणे पहुंचे और पूरी रात एयरपोर्ट पर गुजारने के बाद फिर सुबह आठ बजे की फ्लाइट से इंदौर आए।

DECEMBER TURBULENCE TAKES TOLL

IndiGo Q3 Profit Plummet 75%

CEO Pieter Elbers says strengthening internal processes, pilot pipeline

Our Bureau

New Delhi: IndiGo's profit plunged 75% year-on-year to ₹549 crore in the quarter ended December, largely due to one-time provisions to compensate customers hit by a severe network meltdown and to implement new labour rules.

India's largest airline said it has incurred a one-time cost of ₹570 crore on compensations after cancelling more than 5,000 flights in early December amid a pilot shortage fol-

lowing the implementation of new rest rules. It also made an additional provision of ₹969 crore towards restructuring the salary structure in line with the new rule.

Under the new structure, the share of basic pay has gone up, increasing the amount to be paid towards provident fund, gratuity and pension.

Without the total exceptional items worth ₹1,546.5 crore, the company's net profit would have stood at ₹2,096.3 crore.

Ongoing Investigation ►► 16



Ongoing Investigation

►► From Page 1

InterGlobe Aviation, the holding company of IndiGo, had posted a profit of Rs 2,448 crore in the year-ago quarter.

The airline, which carries six out of 10 passengers in domestic skies, said it is strengthening its internal systems to avoid a repeat of such disruptions even as an internal investigation to find out the exact causes for the disruptions is ongoing. "There will be certain long-term measures we will take as one learns from every crisis," IndiGo CEO Pieter Elbers said. "We are looking at international airlines which have faced such disruptions and what were their learnings from that. But our long-term strategy remains unchanged." In its investigation, the regulator, the Directorate General of Civil Aviation (DGCA) found that the airline's management failed to adequately identify planning deficiencies, maintain sufficient operational buffer, and effectively implement the new pilot rest hour provisions. DGCA said an overriding focus on maximising utilisation of crew, aircraft, and network resources significantly reduced roster buffer margins of IndiGo.

IndiGo's revenue from operations for the quarter climbed 6.2% to ₹23,471.9 crore, up from ₹22,110.7 crore in the same period last year.

Yield, a marker of profitability, however, declined by 1.8% as the airline was hit by a slide in occupancy in its flights following the December meltdown.

IndiGo's Vacated Slots to be Reallocated

NEW DELHI: The government is looking to redistribute the airport slots vacated by IndiGo during its pilot crisis to other airlines. On Thursday, the ministry of civil aviation told airlines that those capable of operating new flights with additional aircraft and crew, rather than simply reshuffling existing services, will be given preference to take over slots vacated by IndiGo. **ET** has reviewed the ministry's communication to these carriers. **ARINDAM MAJUMDER**

STRIKING A POSITIVE NOTE

The airline's management tried to strike an optimistic note for its investors even as it pared its growth forecast and said its costs will increase due to reduced operations. The airline will increase capacity by only 10% in the January-March period as compared to the high teens growth it witnessed in previous quarters.

The growth will primarily come from international operations as DGCA has implemented a 10% cut on IndiGo's planned domestic schedule, curbing its ability to increase flights.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

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Fly91 Targets Operating Break-even Next Fiscal

Forum Gandhi

Mumbai: Regional airline Fly91 is aiming for operating break-even in the next financial year, said a senior executive.

The carrier reported a net loss of ₹67.6 crore on operating revenue of ₹127.4 crore in FY25, its first full financial year of operations, showed regulatory filings reviewed by ET.

Fly91 would strive to improve its operational performance through fleet expansion, better aircraft utilisation, and addition of new routes, said Manoj Chacko, chief executive officer and managing director of Fly91.

"The focus will shift to the next phase of growth, anchored in a measured growth approach, with plans to induct six additional aircraft and expand the network by adding new regional destinations

as we continue to scale operations and deepen our regional footprint," said Chacko.

Total operating expenses stood at ₹202.2 crore in FY25. Flight operations costs totalled ₹100.1 crore, while maintenance and overhaul expenses were ₹32.8 crore.

Chacko attributed the higher costs to Fly91's start-up phase. "The costs are linked to typical costs incurred by a new regional airline, which include initial fleet induction, pilot hiring, and pilot training costs and early-stage ramp-up costs," he said.

Peer StarAir began operations in January 2025. In FY25—its first full year—the airline posted a net loss of ₹29.4 crore on revenue of ₹31 crore. By FY26, StarAir had swung to its maiden net profit of ₹61.9 crore.

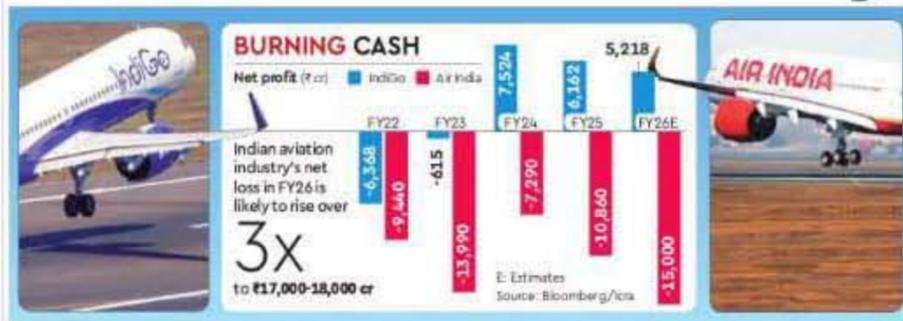
Fly91 currently flies to eight destinations. Next fiscal, the airline plans to add Dabolim in Goa, Kochi, Vijayawada, Rajahmundry, Hubballi, Indore and Nanded.

Fly91 started FY25 with a fleet of three ATR turboprop planes, which it plans to double the fleet this year.



The carrier reported a net loss of ₹67.6 crore on operating revenue of ₹127.4 crore in FY25

Turbulence in the sky



IndiGo Q3 profit falls 78% on Dec trouble

NITIN KUMAR
New Delhi, January 22

INTERGLOBE AVIATION, WHICH operates IndiGo, on Thursday reported a sharp fall in its October-December profit after one-time charges linked to widespread flight disruptions in December dragged earnings well below market expectations, even as revenue grew at a modest pace.

The country's largest airline posted a consolidated net profit of ₹550 crore for the three months ended December, down 77.5% from a year earlier. The figure was sharply

lower than Bloomberg's estimate of ₹1,997 crore, reflecting the financial impact of large-scale cancellations and regulatory action during what is typically a strong quarter for the carrier.

"The months of October and November started very well and disruption in December changed some of our numbers," CEO Pieter Elbers said on a post-earnings call. He added that the airline had taken steps to stabilise operations following the December episode.

Continued on Page 10

Air India loss in FY26 may cross ₹15,000 cr

MIHR MISHRA & PR SANJAI
January 22

AIR INDIA IS set to report a record annual loss after last year's deadly crash and airspace shutdowns wiped out progress towards a turnaround, according to people familiar with the matter.

The carrier — a joint venture between the Tata Group and Singapore Airlines — is on track to post a loss of at least ₹15,000 crore for the year ending March 31, said the people.

Earnings were further hit by Pakistan's closure of its air-

space for Indian airlines following a military clash between the two countries, forcing carriers to fly longer routes at higher costs to Europe and the US, they added.

The reversal is especially stark because Air India had been edging back towards profitability before the June Dreamliner crash — which killed more than 240 people — undid years of progress. The founders had targeted operational break-even this fiscal year, but profitability is now out of reach, the people said.

Continued on Page 10

IndiGo Q3 profit falls 78% on Dec trouble

CONSOLIDATED REVENUE ROSE 6.2% year-on-year to ₹23,472 crore, marginally below Bloomberg's estimate of ₹23,711 crore. Earnings before interest, tax, depreciation and amortisation (Ebitda) increased 3.6% to ₹5,367 crore, also missing the Bloomberg estimate of ₹5,977 crore, as costs rose faster than top-line growth.

The airline said profitability was hit by an exceptional charge of ₹1,550 crore, largely on account of the operational disruption in December and the impact of new labour codes. The quarter saw nearly 3,000 flight cancellations following crew availability issues, leading to regulatory scrutiny and a temporary curtailment of capacity. Other income rose 21% year-on-year to ₹1,070 crore, partially cushioning the impact.

Total expenses climbed 9.6% year-on-year to ₹22,430 crore as the carrier absorbed costs related to refunds, passenger compensation and operational disruptions. The Directorate General of Civil Aviation (DGCA) had also directed IndiGo to cut 10% of its flights for a brief period, weighing on utilisation and yields.

REPORT CARD

InterGlobe Aviation (IndiGo) consolidated financials
(₹ cr) Q3FY25 Q3FY26 Chg (% y-o-y)



The December disruption was one of the most severe operational setbacks in recent years for IndiGo, which controls close to two-thirds of the domestic aviation market. Tens of thousands of passengers were affected, prompting regulatory intervention and a fine after authorities flagged lapses in planning and rostering.

"Our long-term fundamentals remain strong, backed by our expanding fleet, growing domestic and international network," Elbers said in a statement.

IndiGo ended the quarter

with a fleet of 440 aircraft after adding a net 23 planes. The airline said it expects capacity to rise about 10% in the March quarter. Passenger load factor, however, declined to 84.6% from 86.9% a year earlier, while total passengers carried stood at 31.9 million.

Net debt increased 2.7% sequentially to ₹76,858 crore as capital expenditure and lease liabilities rose. The airline has in the past faced earnings volatility due to foreign exchange losses and the grounding of aircraft powered by Pratt & Whitney engines.

Air India loss in FY26 may cross ₹15K cr

THE LOSSES COME on the back of a turbulent year for Indian aviation marked by flier anxiety, flight delays and mass cancellations by a rival carrier that has put a spotlight on the duopolistic market structure. Spokespersons for Air India, Tata Group and Singapore Airlines did not respond to emailed request for comments on the losses. A new five-year plan submitted by the management projected profits only in its third year, but it was rejected by the board, which has asked for a more aggressive turnaround push, people said.

Government filings compiled by business intelligence platform Tofler show Air India has lost ₹32,210 crore over the past three years. The airline sought at least ₹10,000 crore in fresh support last year, Bloomberg reported in October.

The mounting losses are now a concern for both owners. Tata Group has begun scouting for a new CEO to replace Campbell Wilson, though the search may not conclude until the crash report is released. Singapore Airlines, which took a 25.1% stake after merging Vistara with Air India in 2024, has seen its own earnings dragged down by the carrier's performance even as it helps Air India bring aircraft maintenance in-house as part of a restructuring plan.

— BLOOMBERG





Corporate Communications Directorate

HINDUSTAN

DELHI

23 JANUARY 2026

मुआवजे पर इंडिगो से हलफनामा मांगा

नई दिल्ली, प्र.सं.। दिल्ली हाईकोर्ट ने गुरुवार को इंडिगो से कहा कि वह रिफंड और मुआवजे के भुगतान पर हलफनामा दायर करे।

कंपनी के वकील ने मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय व न्यायमूर्ति तेजस करिया की पीठ को बताया कि रद्द उड़ानों के लिए यात्रियों को भत्ता भुगतान की प्रक्रिया शुरू कर दी गई है।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

23 JANUARY 2026

IndiGo profit nosedives as Dec disruptions bite

BENGALURU: India's largest airline IndiGo reported a 75% drop in quarterly profit on Thursday after taking a ₹577 crore hit due to mass cancellations in December that led to one of the country's worst aviation crises.

IndiGo, which commands nearly two-thirds of the country's aviation market, is facing a competition probe and increased regulatory scrutiny after it cancelled several thousand flights in early December due to poor roster planning. The

move left scores of passengers stranded and threw airports into chaos.

India's aviation regulator has fined the carrier, issued warnings to senior executives and directed the airline to remove the head of its operations control.

InterGlobe Aviation, the airline's operator, posted a profit of ₹613 crore for the quarter ended December 31, down from ₹2,442 crore a year ago, Reuters reported. →TWIN BOOK



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

23 JANUARY 2026

IndiGo's vacated slots come up for grabs

Neha LM Tripathi

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NEW DELHI: The civil aviation ministry on Thursday invited airlines to submit requests and preferences to airport operators for the airport slots vacated due to IndiGo flight cancellations in December.

On December 9, 2025, the government had ordered a sharp 10% curtailment of IndiGo's winter schedule following days of massive flight disruptions, stating that the airline's internal mismanagement had caused severe inconvenience to passengers across the country. IndiGo's winter schedule began on October 26, 2025, and will end on March 28, 2026. To be sure,

**SLOT PREFERENCE,
THE MINISTRY
SAID, WILL BE
GIVEN TO AIRLINES
THAT CAN
DEMONSTRATE
FRESH CAPACITY**

IndiGo operated 2,200 flights daily before the curtailment.

According to an official order dated January 22, a slot coordination committee, chaired by joint secretary (airports) Rubina Ali, held its first meeting on January 13, during which the process and principles for redistribution were finalised.

The order stated that the vacated slots will be made avail-

able for use, subject to the ministry's slot allocation guidelines and specified conditions. "Surrendered slots should not remain unutilised where additional capacity can be added," the order stated.

It, however, did not specify a deadline for the airlines to apply for the available slots.

Slot preference, the ministry said, will be given to airlines that can demonstrate fresh capacity through additional aircraft, pilots, cabin crew, ground support equipment and maintenance engineers, and not merely by reshuffling existing flights.

Airlines will also be required to share details of operational preparedness, failing which allotted slots may be cancelled

and reassigned, it stated, adding that the existing routes or sector connectivity cannot be discontinued to utilise the vacated slots. "Airlines are requested to submit their requests and preferences, specifying adherence to above conditions, for the vacated slots, to the concerned Airport Operators," the order stated.

The final allocation of slots, as per the order, will be decided by the committee "during deliberations for the same, if required".

Industry insiders, however, claimed that the free slots might not have a taker. "The slots that IndiGo have given up are mostly the red-eye flights, which are of no use. The slots vacated by IndiGo are not very significant," one of them said.

IndiGo's Q3 profit plunges 75%

Airline takes ₹577 crore hit from mass cancellations in December

HTC and Agencies

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NEW DELHI: India's largest airline IndiGo reported a 75% drop in quarterly profit on Thursday after taking a ₹577 crore (\$63 million) hit due to mass cancellations in December that led to one of the country's worst aviation crises.

IndiGo, which commands nearly two-thirds of the country's aviation market, is facing a competition probe and increased regulatory scrutiny after it cancelled several thousand flights in early December due to poor roster planning. The move left scores of passengers stranded and threw airports into chaos.

India's aviation regulator has fined the carrier, issued warnings to senior executives and directed the airline to remove the head of its operations control.

InterGlobe Aviation, the airline's operator, posted a profit of ₹613 crore for the quarter ended December 31, down from ₹2,442 crore a year ago, Reuters reported.

The carrier said it took a one-time hit of ₹1,467 crore in the quarter. Of this, ₹577 crore was



The airline, whose domestic capacity was curtailed by 10%, said quarterly revenue grew 6.2% to ₹23,472 crore.

the cost of disruptions and the rest was due to India's newly enacted labour codes.

The airline, whose domestic capacity was curtailed by 10% following the crisis, said quarterly revenue grew 6.2% to ₹23,472 crore.

It expects capacity, measured in available seat kilometres, to rise 10% in the lean fourth quarter. Its overall costs in the third quarter climbed nearly 10%, with fuel expenses rising 8%.

IndiGo chief executive officer Pieter Elbers said in the December quarter, the company faced major operational disruptions that resulted in significant flight cancellations and delays from December 3 to 5.

"Despite these operational disruptions, IndiGo delivered a topline of around ₹24,500 crore in the December quarter, reflecting a growth of around 7% with a reported profit of around ₹500

crore and an underlying profit excluding exceptional items and forex of ₹3,100 crore," Elbers said.

In the December quarter, the airline carried nearly 32 million passengers, and the total number of passengers flown last year stood at around 124 million.

"Exceptional items for the quarter ended December 2025 were ₹15,465 million, including estimated provision towards implementation of new labour laws of ₹9,693 million, costs related to operational disruptions of ₹5,550 million and penalty of ₹222 million as per the DGCA order," the release said.

The airline's fleet had 440 planes at the end of the December quarter.

"Our long-term fundamentals remain strong, backed by our expanding fleet, growing domestic and international network," Elbers said.

IndiGo working out compensation payouts

Shruti Kakkar

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NEW DELHI: India's aviation regulator told the Delhi high court on Thursday that it had issued warnings to IndiGo's senior executives, including the chief operating officer and director, and ordered the dismissal of a senior vice-president from service for operational disruptions that left passengers stranded at airports nationwide.

The court also asked the airline to clarify if passengers who were being offered ₹10,000 vouchers would be permitted to redeem them after the validity period expired.

Representing the Director General of Civil Aviation (DGCA), additional solicitor general Chetan Sharma and advocate Anjana Gosain submitted before a bench of chief justice DK Upadhyaya and justice Tejas Karia that a four-member committee had probed the issue.

The committee concluded that the crisis stemmed from "over-optimisation of operations, inadequate regulatory preparedness, deficiencies in system software support, and shortcomings in the management structure". Consequently,

the regulator imposed a ₹22.2 crore penalty on the airline.

The law officer, who submitted the committee's report in a sealed cover, added that the regulator had also issued a warning to the deputy (head of flight operations) and resource planning analyst, and asked the airline to deposit ₹50 crore as bank guarantees, to be refunded as and when the airline carries out necessary corrections in its operations.

During the hearing, IndiGo's lawyer submitted that the airline had processed 100% refunds for cancelled tickets and had begun issuing 'Gesture of Care' travel vouchers worth ₹10,000, valid for 12 months and redeemable on any IndiGo flight.

"On a query, counsel for IndiGo submits that refund of the cancelled tickets has already been made. However, the process for paying the compensation for cancellation as well as the compensation to the stranded passengers, is being worked out and that shall also be paid at the earliest. Let an affidavit be filed to the said effect by IndiGo in two weeks," the court said in its order.

The matter will be heard next on February 25.

Flight cancellations cost IndiGo ₹577 crore

Jagriti Chandra
NEW DELHI

IndiGo's cancellation of about 5,000 flights in November and December cost the airline ₹577 crore, contributing to a 77.6% plunge in profit to ₹549 crore for the quarter ended December.

The airline recorded a profit of ₹2,448 crore in the year-ago period. The decline in profit was also driven by the implementation of new labour laws, which led to a charge of ₹969 crore, and by currency movements related to dollar-denominated future obligations amounting to ₹1,035 crore.

Chief Financial Officer Gaurav Negi said aircraft capacity additions would moderate to about 10%, down from 15-20%, as deliveries had been aligned with a reduced flight schedule following a 10% cut imposed by the DGCA, resulting in 200 fewer flights.

CEO Pieter Elbers did not answer questions from analysts on how the airline was reviewing its pilot recruitment plans and the exact number of pilots it was short of, though the DGCA found its over 5,000 flight cancellations in November and December were due to pilot duty rosters being stretched too thin after the new rest and duty norms came into effect from November 1.

It imposed a fine of ₹22 crore for non compliance with the new rules.

Over 9.5 lakh passengers were affected due to flight disruptions.



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THE INDIAN EXPRESS

DELHI

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IndiGo Q3 profit crashes 78% to Rs 549 cr

Sukalp Sharma

New Delhi, January 22

INDIGO'S OPERATIONAL meltdown early December hit the carrier's Q3 bottomline, with India's largest airline taking a one-time hit of Rs 577 crore due to the network-wide disruption, marking its worst crisis in nearly 20 years of operations. Another exceptional item — a Rs 969-crore provision for increase in social security benefits due to implementation of the new labour codes — meant that the airline's Q3 consolidated net profit nosedived 78% y-o-y to Rs 549 crore from Rs 2,449 crore, even as the operating profit was nearly flat.

The Rs 577-crore exceptional loss on account of the meltdown includes Rs 555 crore provisioned as operational disruption-related costs like passenger compensation as per regulatory guidelines, travel voucher issuances to most-affected passengers, and other associated costs. Another Rs 22

The Rs 577-cr exceptional loss includes Rs 555 cr provisioned as operational disruption-related costs as per guidelines

crore have been provisioned for the financial penalty imposed on the airline by aviation regulator DGCA.

On January 17, the DGCA slapped IndiGo with financial penalties totalling Rs 22.20 crore for the massive disruption in its operations that led to over 2,500 flight cancellations and around 1,850 flight delays in the December 3-5 period. The airline was ordered to pledge a bank guarantee of Rs 50 crore in favour of the DGCA; it will be released by the regulator in phases after IndiGo implements measures to ensure compliance with DGCA directives and long-term systemic correction.

The DGCA has also issued warnings to some senior management personnel of IndiGo, including CEO Pieter Elbers and

COO Isidre Porqueras, for the disruption caused primarily by its inadequate preparedness for the implementation of revised pilot rest and duty duration rules. The DGCA has directed the airline to relieve Jason Herter, senior VP of IndiGo's operations control centre, of current operational responsibilities. The cumulative fine of Rs 22.20 crore is the highest-ever regulatory penalty imposed by the DGCA on an airline. It is slightly higher than IndiGo's average daily net profit for FY24-25.

Elbers said Thursday that the airline's board is evaluating the DGCA directions, and reiterated that airline's management and board are committed to taking full cognizance of the orders.

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Air India braces for \$1.6 bn loss after crash

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Air India Ltd is set to report a record annual loss after last year's deadly crash and airspace shut-downs wiped out progress to a turnaround, according to people aware of the matter.

The carrier, a joint venture between the Tata Group and Singapore Airlines Ltd, is on track to post a loss of at least ₹5,000 crore (\$1.6 billion) for the year ending March 31, said the people, who asked not to be identified discussing private information. Earnings were further hit by Pakistan's closure of its airspace for Indian airlines following a military clash with India, forcing carriers to fly longer routes at higher costs to Europe and the US, they added.

The reversal is especially stark because Air India had been edging back toward profitability before the June Dreamliner crash—which killed more than 280 people—undid years of progress. The founders had targeted operational break-even this fiscal year, but profitability is now out of reach, the people said.

The losses come on the back of a turbulent year for Indian aviation marked by fier anxiety, flight delays and mass cancellations by a rival carrier that has put a spotlight on the duopolistic market structure.

Spokespersons for Air India, Tata Group and Singapore Airlines didn't respond to emailed request for comments.

A new five-year plan submitted by management projected profits only in its third year, but it was rejected by the board, which asked for a more aggressive push, the people said.

IndiGo cuts growth outlook as Q3 profit sinks to 4-yr low

Net profit slipped to ₹549 crore in Q3, hit by a one-time exceptional cost of ₹1,546.5 crore

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IndiGo scaled back its near-term growth expectations significantly after its October-December quarter earnings came under pressure from a combination of new labour codes, regulatory action, and severe operational disruptions in December.

India's largest carrier reported a 78% year-on-year (y-o-y) drop in consolidated profit to ₹549 crore for the third quarter of fiscal year 2026 (FY26), its weakest performance in four years, even as its top management remained positive on normalisation of operations and visible headwinds.

The Q3 slump was driven by exceptional costs of ₹1,546.5 crore stemming from the implementation of the new labour codes, and compensation paid to passengers during a week-long bout of flight cancellations in December.

The disruptions had led the civil aviation regulator to temporarily curb IndiGo's flight operations in the first week of December, reducing its daily domestic flight departures by 10% to about 2,000 a day.

This curb has led the company to lower its revenue growth target for the current fiscal quarter. It now expects available seat km growth in "single digits", below the management's guidance of "high teens" growth outlined at the end of the second quarter.

"This (curtailment) will have an effect on the (March) quarter," IndiGo's chief executive officer (CEO) Pieter Ebers said on Thursday during a post-earnings call.

"October and November started well and then there were operational disruptions in December. Between 3-5 December, there were 2,200 cancellations and over 300,000



Despite the losses, IndiGo's revenue from operations rose 26.5% sequentially and 6.2% from the year-ago period to ₹23,472 crore.

people were impacted."

Ebers added that operations have since stabilised in January, and are expected to remain stable in February, too. "We continue on our growth path," he said.

driven by more people flying during the Kumbh Mela last year.

Despite the losses, IndiGo's revenue from operations rose 26.3% sequentially and 6.2% from the year-ago period to ₹23,472 crore. In the first nine months of

expected for the December quarter," said Gagan Dixit, Aviation analyst at Elara Securities. "There are one-time hits. Overall, there is no long-term impact on its operational metrics."

Karan Khanna, lead analyst - hotels, real estate, aviation, small & mid caps, Ambit Capital, concurred.

"Results were largely in line with street expectations except for one-off," he said. "However, profitability for the (December) quarter was impacted by exceptional items, primarily due to forex losses, adjustments related to the new labour code and operational disruptions experienced in December."

Khanna further noted that the company has lowered its guidance for Q4 and has not yet provided any indication regarding FY27. "Looking ahead, the fourth quarter is also expected to face pressure from rupee depreciation. As a result, Q4 earnings are unlikely to deliver any positive material surprise versus market expectations," he added.

Shares of InterGlobe Aviation, which runs IndiGo, ended 11.5% higher on the BSE on Thursday, even as the Sensex ended up 0.49% at 82,307.3 points. The airline announced its earnings after the markets closed.

InterGlobe Aviation took a ₹70 crore hit due to the implementation of the new labour codes, which mandates companies to pay more in retirement benefits to employees.

It also paid ₹577.2 crore in compensation for flight cancellations in the first week of December, due to poor planning by the airline to comply with new rules that restricted

the number of flights a pilot could fly at night, which came into effect from 1 November. The airline was further hit by a 17% sequential rise in fuel costs in the December quarter. Fuel typically accounts for a third of total costs of an airline.

DECEMBER DEBACLE

Q3 slump driven by costs of ₹1,546.5 cr from labour codes, compensation to passengers

DGCA temporarily reduced its daily domestic flight departures by 10% to about 2,000 a day

BETWEEN 3-5 Dec, there were 2,500 cancellations and over 300,000 people were impacted

CEO Ebers said operations stabilised in January, and are expected to remain stable in February

"Effects of the headwinds continue to grow on us," chief financial officer Gaurav Negi said in a post-earnings interaction. Negi said passenger revenue growth in the March quarter is expected to remain in the "mid to single digits", as the company comes off a high base,

the current fiscal, the airline has seen a 6% rise in revenue to ₹62,523.5 crore. Its revenue totalled ₹80,802.9 crore in the year ended March 2025.

Analysts gave a thumbs-up to the results.

"IndiGo's numbers are better than



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Air India braces for record \$1.6 bn loss after deadly crash

Air India Ltd is set to report a record annual loss after last year's deadly crash and airspace shutdowns wiped out progress toward a turnaround, according to people familiar with the matter.

The carrier, which is a joint venture between the Tata Group and Singapore Airlines Ltd, is on track to post a loss of at least ₹15,000 crore (\$1.6 billion) for the year ending 31 March, said the people, who asked not to be identified discussing private information. Earnings were further hit by Pakistan's closure of its airspace for Indian airlines following a military clash with India, forcing carriers to fly longer routes at higher costs to Europe and the US, they added.

The reversal is especially stark because Air India had been edging back toward profitability before the June Dreamliner crash—which killed more than 240 people—undid years of progress. The founders had targeted operational break-even this fiscal year, but profitability is now out of reach, the people said.



Air India was edging back to profitability before the June crash. BLOOMBERG

BLOOMBERG



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MILLENNIUM POST

DELHI

23 JANUARY 2026

Government asks airlines to submit requests for IndiGo's vacated slots

NEW DELHI: The government has invited airlines to submit requests for operating domestic flights on slots vacated by IndiGo after its winter schedule was curtailed following major operational disruptions in December, according to an official communication issued on Thursday.

Between December 3 and 5 last year, IndiGo cancelled 2,507 flights and delayed 1,852 others, affecting over three lakh passengers nationwide. In response, the Directorate General of Civil Aviation (DGCA) reduced the airline's winter schedule by 10 per cent, leading to the surrender of several operating slots.

The civil aviation ministry said the committee formed to redistribute the vacated slots held its first meeting on January 13, during which the redis-



tribution process and principles were discussed.

Airlines have now been asked to submit their preferences for the vacated slots to the concerned airport operators, subject to specified conditions.

One of the key conditions is that airlines should not discontinue their existing routes to utilise the newly available slots.

However, industry executives said interest in the vacated slots remains limited, as most of

One of the key conditions is that airlines should not discontinue their existing routes to utilise the newly available slots

the surrendered slots are red-eye or low-utility timings.

IndiGo, which operates over 2,000 flights daily, was earlier fined Rs 22.20 crore by the DGCA for the disruptions and directed to furnish a Rs 50 crore bank guarantee to ensure systemic corrections.

The regulator attributed the disruptions to shortcomings in crew planning, regulatory preparedness, system support and operational control. AGENCIES



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MILLENNIUM POST

DELHI

23 JANUARY 2026

IndiGo's Q3 profit plunges 78% to ₹549 cr, ops disruptions cause ₹577.2 cr financial impact

Fine of Rs 22.2 cr imposed by DGCA for disruptions was also accounted for

NEW DELHI: IndiGo on Thursday reported a sharp 78 per cent decline in net profit for the December quarter, hit by widespread flight disruptions and the implementation of new labour laws.

The country's largest airline posted a net profit of Rs 549.1 crore in the October-December quarter, compared with Rs 2,448.8 crore in the year-ago period.

The airline said exceptional items totalling Rs 1,546.5 crore weighed on earnings, including Rs 577.2 crore linked to operational disruptions in early December and Rs 969.3 crore due to the rollout of new labour codes.

A penalty of Rs 22.2 crore



imposed by the aviation regulator Directorate General of Civil Aviation (DGCA) for the disruptions was also accounted for.

IndiGo further reported foreign exchange-related losses of Rs 1,035 crore arising from dollar-denominated future obligations during the quarter.

Despite the profit slump,

IndiGo further reported forex-related losses of Rs 1,035 crore from dollar-denominated future obligations in during the quarter

total income rose to Rs 24,540.6 crore from Rs 22,992.8 crore a year earlier.

CEO Pieter Elbers said the airline faced major cancellations and delays between December 3 and 5, but still delivered revenue growth of about 7 per cent. Excluding exceptional items and forex impact, underlying profit

stood at Rs 3,100 crore.

During the quarter, IndiGo carried nearly 32 million passengers, while total passengers flown in the calendar year reached around 124 million. Its fleet stood at 440 aircraft at the end of December.

Following the disruptions, the Directorate General of Civil Aviation curtailed IndiGo's winter schedule by 10 per cent until February 10 and imposed fines totalling Rs 22.2 crore.

The regulator also directed the airline to furnish a Rs 50 crore bank guarantee.

At the end of December, IndiGo reported a cash balance of Rs 51,606.9 crore, including free and restricted cash.

AGENCIES

Air India braces for ₹15k cr loss in FY26 due to crash

Closure of Pakistan airspace has also been a major drag for the airline

ENS ECONOMIC BUREAU @ New Delhi

AIR INDIA, a joint venture of Tata Group and Singapore Airlines, is set to report a record annual loss this fiscal following last year's fatal crash in Ahmadabad and Pakistan airspace shutdowns.

According to a report by Bloomberg, which quoted sources aware of the development, Air India is on track to post a loss of at least ₹15,000 crore (\$1.6 billion) in FY26.

After takeover by the Tata Group in early 2022, it was expected financial of the airline will improve.

However, various external factors, a record aircraft orderbook and streamlining operations are believed to keep the airline in the red.

The report stated Air India was edging back toward profitability before the plane crash in June 2025 that killed more than 240 people. Tata Sons had targeted operational breakeven this fiscal, but profitability is now out of sight, people aware of the development said.

The closure of Pakistan's airspace has also been a major drag for the airline. Air India in October stated that it has incurred losses of ₹4,000 crore over the past few months due to restrictions on flying over Pakistan since April 2025.

As per the report, a new five-



COLLATERAL DAMAGE

- 1 Tofler data shows AI lost ₹32,210 cr over past 3 years
- 2 Airline sought ₹10k cr in fresh support last year
- 3 Electric e-scooter: To be Expility Exp
- 4 Mounting losses are now a concern for both owners
- 5 Tata Group has begun scouting for a new CEO to replace Campbell Wilson

year plan submitted by management projected profits only in third year, but it was rejected by the board, which has asked for a more aggressive turnaround push.

Government filings compiled by business intelligence platform Tofler show Air India has lost ₹32,210 crore over the past three years. The airline sought ₹10,000 crore in fresh support last year.

The mounting losses are now a concern for both owners. Tata Group has begun scouting for a new chief exec-

utive officer to replace Campbell Wilson, though the search may not conclude until the crash report is released.

Singapore Airlines, which own a 25.1% stake after merging Vistara with Air India in 2024, has seen its own earnings dragged down by the Indian carrier's performance even as it helps Air India bring aircraft maintenance in-house as part of a restructuring plan. When contacted, Air India did not respond to comments on the losses.

Singapore Airlines's second-quarter net profit declined 82.1% over a year earlier to S\$52 million because of losses suffered by Air India.

For the financial year ended March 31, 2025, the Tata-owned company's revenue increased 15% to ₹78,636 crore, but its net loss widened to ₹10,859 crore.

The consolidated entity includes Air India, Vistara, Air India Express, and AIX Connect, and its financials as a single merged group were reported for the first time.



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NAVBHARAT TIMES

DELHI

23 JANUARY 2026

IndiGo का मुनाफा 78% गिरा



■ NBT रिपोर्ट, मंबई: दिसंबर में खत्म हुई तीसरी तिमाही में इंडिगो (IndiGo) एयरलाइन का मुनाफा 78% गिरकर 549.1 करोड़ रुपये पर आ गया है। इस गिरावट की बड़ी वजह उड़ानों में हुई भारी गड़बड़ी और देश में लागू हुए नए लेबर कोड को माना जा रहा है। पिछले साल इसी तिमाही (अक्टूबर-दिसंबर) में इंडिगो को 2,448.8 करोड़ रुपये का मुनाफा हुआ था, जो अब घटकर 549.1 करोड़ रुपये रह गया है। वहीं, रियल एस्टेट कंपनी DLF का मुनाफा 14% बढ़कर 1,203.36 करोड़ रुपये पर पहुंच गया है। लेकिन कंपनी की सेल्स बुकिंग सिर्फ 419 करोड़ रुपये रही। पिछले साल इसी समय यह आंकड़ा 12,039 करोड़ रुपये के रेकॉर्ड स्तर पर था। EKI एनर्जी सर्विसेज ने बताया कि दिसंबर तिमाही में उसे 4.62 करोड़ रुपये का शुद्ध घाटा हुआ है।

December chaos: Delhi HC asks IndiGo to file affidavit on refund, compensation



The Delhi High Court on Thursday asked IndiGo to file an affidavit on payment of refund for cancelled tickets and compensation to passengers who were stranded amid mass cancellation of its flights in December last year.

The counsel for the low-cost air carrier told a bench of Chief Justice DK Upadhyaya and Justice Tejas Karia that refund for the cancelled flights had been processed and compensation was also being offered in terms of the civil aviation requirements for cancellation of flights.

The counsel also said for flights that were "most severely impacted", ₹10,000 was being offered as vouchers and a website has been set up for passengers to claim the compensation.

"Let an affidavit be filed by respondent no. 3 to this effect in two weeks," said the bench. The court was hearing a public interest litigation by advocates Akhil Rana and Utkarsh Sharma seeking directions to the Centre to provide support and refunds to passengers affected by the cancellation of hundreds of flights by IndiGo early December.

Between December 3 and 5, as per the Directorate General of Civil Aviation (DGCA), 2,507 flights were cancelled and 1,852 flights were delayed, impacting over three lakh passengers at airports across the country.

IndiGo cancelled hundreds of flights across the country as the airline was not adequately prepared to implement the new flight duty norms for pilots. The petitioner said IndiGo was offering ₹10,000 as travel voucher to the stranded passengers, which would expire in some time. On being informed that the voucher has a validity of 12 months, the bench asked the IndiGo counsel to clarify what would happen to the voucher if an individual was unable to utilise it within the prescribed time frame. "Please file an affidavit," the bench said.



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THE PIONEER

DELHI

23 JANUARY 2026

IndiGo Q3 profit plunges 78%; op disruptions cause ₹577 crore financial impact

India's largest airline IndiGo on Thursday reported a 78 per cent decline in December quarter net profit at Rs 549.1 crore as flight disruptions and implementation of the new labour code took a toll on its earnings.

The airline reported a net profit of Rs 549.1 crore in the October-December quarter, compared with Rs 2,448.8 crore earnings in the year-ago period, according to a company statement. The company said it took a hit of Rs 1,546.5 crore in the third quarter. This included Rs 577.2 crore due to massive flight disruptions witnessed during early December and another Rs 969.3 crore on account of the implementation of new labour laws.



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PUNJAB KESARI

DELHI

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इंडिगो संकट मामले में हाईकोर्ट सख्त, यात्रियों को जल्द मुआवजा देने का आदेश

नई दिल्ली, (पंजाब केसरी): इंडिगो एयरलाइंस द्वारा हाल ही में बड़ी संख्या में उड़ानें रद्द किए जाने से पैदा हुए भारी अव्यवस्था के मामले में दिल्ली हाईकोर्ट ने सख्त रुख अपनाया है। कोर्ट ने साफ कहा है कि जिन यात्रियों की उड़ानें रद्द हुईं और जो घंटों तक एयरपोर्ट पर फंसे रहे, उन्हें मुआवजा दिया जाना जरूरी है। चीफ जस्टिस डीके उपाध्याय और जस्टिस तेजस करिया की बेंच ने इंडिगो एयरलाइंस को निर्देश दिया कि वह दो हफ्ते के भीतर हलफनामा

दाखिल कर बताए कि फंसे हुए यात्रियों को किस तरह और कितनी राशि का मुआवजा दिया जाएगा। कोर्ट को इंडिगो की ओर से बताया गया कि रद्द की गई उड़ानों के सभी टिकटों का रिफंड कर दिया गया है। हालांकि, मुआवजा देने की प्रक्रिया अभी तय की जा रही है और इसे जल्द लागू किया जाएगा।



इस पर कोर्ट ने साफ शब्दों में कहा कि यात्रियों को मुआवजा देने के नियमों का सख्ती से पालन किया जाना चाहिए और यह जिम्मेदारी सिर्फ इंडिगो की ही नहीं, बल्कि नागरिक उड्डयन मंत्रालय और डीजीसीए की भी है। वहीं, सुनवाई के दौरान केंद्र सरकार की ओर से एडिशनल सॉलिसिटर जनरल

चेतन शर्मा कोर्ट में पेश हुए। उन्होंने बताया कि इंडिगो के सीनियर वाइस प्रेसिडेंट को सेवा से हटाने के निर्देश दिए गए हैं। इसके अलावा एयरलाइंस पर करीब 22 करोड़ रुपये का जुर्माना लगाया गया है और कुछ वरिष्ठ अधिकारियों को सख्त चेतावनी भी दी गई है।



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

22 JANUARY 2026

AI compensation

■ **NEW DELHI:** A father-daughter duo, who alleged that they faced horrible conditions on an Air India Delhi-New York flight in 2023 with broken seats, unhygienic washrooms and poor food service, have been awarded ₹1.5 lakh compensation for the “mental agony and harassment”. The airline had claimed that the complainants, Shalendra Bhatnagar and his daughter, had levelled “unfounded allegations” to “illicitly obtain advantages” from Air India. [PTI](#)

Republic Day long weekend drives higher air travel demand & fares

TIMES NEWS NETWORK

Mumbai: The first long weekend of the year is here, with Republic Day falling on a Monday, opening an opportunity for a short getaway.

Demand for air travel from metros typically spikes around long weekends, and though the Mumbai region got its second airport last month, it is too early to see a perceptible effect on the fares. But one change has set in: Earlier, booking only a few days in advance meant seats on flights with convenient departure timings were all gone. With the Navi Mumbai airport open only from 8am to 8pm currently, you will get flights with decent timings, though the convenience comes at a cost.

For instance, for a to-and-fro trip between Mumbai and Delhi on Jan 23 and 26, the cheapest fare puts you on a flight that departs Mumbai only at 6.10pm on Friday. The cheapest return flight departs Delhi at 4am. Booking this Rs 15,400 return trip would mean losing two days. But if you go to Navi Mumbai airport instead, you can get a 10.55am Friday departure, but it will cost Rs 15,400 for a one-way trip; with the return included, the fare goes up to Rs 21,000. Ideally, for long weekends, travellers would love to get a morning departure for the outbound and an evening departure for the return trip. But flights with this combination of timings are all gone.

"Based on internal booking trends, we recorded a nearly 20% increase in bookings for the Jan 26 long weekend compared to a regular Jan weekend, with travellers planning earlier and opting for structured itineraries that fit into tighter work schedules," said Karan Agarwal from Cox & Kings. He added

CITY AIRPORTS BRACE FOR HOLIDAY RUSH



Approx return airfares (in ₹) on non-stop flights for travel from Mumbai and Navi Mumbai airports; to/fro Jan 23-26

	MUMBAI	NAVI MUMBAI
Delhi	15,000	21,000
Goa-Dabolim	17,000	23,000
Kochi	21,000	25,000
Bengaluru	14,000	13,000
Hyderabad	12,000	18,000
Chennai	10,000	21,000
Lucknow	15,000	15,000
Coimbatore	25,000	22,000
Mangaluru	21,000	22,000
Srinagar	35,000	43,000

(Source: travel portals)



► On some travel portals, the cheapest return fare for certain routes involved booking from both Mumbai and Navi Mumbai airports. For instance the cheapest return fare to Mangaluru was ₹18,000 for a flight that departed from Navi Mumbai and on return, landed in Mumbai

► Some travel portals threw up options for Navi Mumbai flights even when flights to/from Mumbai were searched. So caution when booking

► The long weekend trend of cheaper tickets for inconvenient flight timings stayed strong. For travel out of Mumbai on Jan 23, a Friday, the cheapest ticket to Hyderabad was on a 2.45am flight. For return travel on Jan 26, the cheapest options were early morning flights such as 4am departure from Delhi

► Though Navi Mumbai flights were more expensive, these were scheduled during convenient timings as the new airport is currently operational only from 8am and 8pm

that domestic travel continues to lead long-weekend demand, contributing to approximately two-thirds of total bookings.

Manjari Singal from Cleartrip said: "We saw strong growth in bookings during the New Year 2025, and that growth momentum carried

into the Republic Day long weekend. Early trends in 2026 show bookings on Cleartrip already exceeding both last year's NYE and Republic Day periods, signalling a clear shift towards short breaks and stay-led trips. With airfares remaining steady and hotel bookings growing nearly

three times year-on-year, travel demand continues to centre around key hubs."

The demand, as usual, is for both leisure and religious destinations. The cheapest return fare on flights from Mumbai to airports such as Ayodhya, Gaya and Triupati started around Rs 25,000.

HC: Apart from refunds, how will you compensate flyers?

File Affidavit In Two Weeks, IndiGo Told

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New Delhi: Delhi high court directed IndiGo on Thursday to clarify how it intended to compensate flyers affected by the mayhem of cancellations last Dec, saying issuing refunds wasn't quite the same as doing right by those who bore the brunt of the crisis.

"Apart from refunding fares, what are the civil aviation rules for compensation? Please file an affidavit about compensation," the bench of Chief Justice D.K. Upadhyaya and Justice Tejas Karia told the counsel for the airline after he informed that the carrier had processed refunds for cancelled flights.

The counsel submitted that for flights that were "most severely impacted", IndiGo was offering vouchers worth Rs 10,000 to each passenger. He said a website has been set up for them to claim

DGCA ACTION-TAKEN REPORT

IndiGo Disruptions (Dec 3-5, 2025)

IMPACT
2,507 cancellations
1,852 delays
3 lakh passengers stranded across airports



Findings and Action on IndiGo Officials



CEO | Caution for inadequate oversight of flight ops and crisis response

COO | Warning for failing to assess impact of winter

Schedule and Revised FDTL CAR Senior VP (Ops Control Centre): Warning + directed to be relieved of role; barred from accountable positions for

lapses in systemic planning and FDTL implementation

Financial and Compliance Penalties
₹22 crore one-time "systemic" penalty for 68-day non-compliance with CAR
₹50 crore reform-linked bank guarantee proposal for long-term compliance



IndiGo's Passenger Relief - Gesture of Care

> ₹5,000 vouchers (valid 12 months)
> For passengers whose flights were cancelled or delayed 3+ hrs during Dec 3-5



compensation. "You know who the flyers are; why do they need to claim compensation?" the bench responded. "Anyway, you file an affidavit to this effect in two weeks."

The court was hearing a PIL by advocates Akhil Rana and Utkarsh Sharma, seeking directions to Centre to provide support and refunds to passengers affected by cancellation of hundreds of flights by IndiGo during that period.

They argued that compensation must be in the form of money instead of vouchers.

The petitioners pointed out that IndiGo had issued travel vouchers to stranded passengers with a time limit for utilisation. When the airline's counsel said the vouchers were valid for 12 months, the judges noted the time frame appeared reasonable. They sought to know if there were options for flyers who

did not use the vouchers within that period.

Civil aviation ministry and DGCA informed the court that steps have been taken by authorities to prevent a recurrence of the crisis.

Based on the inquiry committee's report, IndiGo's senior vice-president for operations was asked to step down, and a penalty of Rs 22 crore was slapped on the airline for its failure to adhere to the new flight roster norms, Centre's counsel said.

He said the airline was directed to furnish a bank guarantee of Rs 50 crore to ensure compliance with regulatory directions and long-term systemic corrections, while warnings had been issued to the chief operating officer, director, deputy head of flight operations and a resource analyst.

The inquiry report was submitted to court in a sealed cover. Between Dec 3 and 5, IndiGo cancelled 2,507 flights while 1,852 were delayed, impacting over three lakh passengers across country. The inquiry found out that the airline was not adequately prepared to implement the new flight duty norms for pilots.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

23 JANUARY 2026

Apply for IndiGo's vacated slots, but only if you can mount extra flights: Govt to airlines

Saurabh.Sinha
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New Delhi: Govt on Thursday asked airlines to "submit their requests and preferences" to airport operators for IndiGo slots that have become available after 10% of its current winter schedule flights were cancelled following last month's disruptions. It has directed airports to "compile requests received from airlines and forward the same to" it.

Aviation ministry sent this communication to airlines and airport operators Thursday, listing conditions attached with getting slots freed up by IndiGo till the flight cuts remain in place. "Surrendered slots should not remain unutilised where capacity can be added. Preference shall be given to air-

“ Airlines must share operational preparedness failing which assigned slots will be cancelled and re-assigned. Existing routes or sector connectivity shall not be discontinued to utilise vacated slots

AVIATION MINISTRY'S NOTE

lines that can demonstrate capacity in the form of additional aircraft, pilots, cabin crew, ground support equipment and maintenance engineers, and not merely a reshuffle of existing flights. Airlines must share operational preparedness failing which assigned slots will be cancelled and re-assigned. Existing routes or sector connectivity shall not be discontinued to utilise vacated slots," the official note says.

Aviation ministry had cut IndiGo flights by 10% af-

ter its schedule collapsed in first week of that month and the same, as of now, are supposed to remain in place all the summer schedule comes into effect from last Sunday of March. It then set up a slot coordination committee "for the purpose of redistribution of slots vacated by IndiGo cancellations to other Airlines." Led by joint secretary Rubina Ali, the committee had its first meeting on Jan 13 where the process and rules for redistributing the slots were decided.

After getting requests for slots temporarily freed up by IndiGo, the panel will decide on final allocations. Officials in other major airlines say their current capacity is nearly fully deployed. Also, they do not know how long these slots are available for. The current winter schedule ends on March 28, and so far IndiGo cuts are for this remaining period.

"The ministry has come out with good conditions that disallow taking capacity out from some route and deploying it on IndiGo slots others may get. This means only someone sitting on spare capacity can avail of this, which is not the case with any serious Indian player. The best bet in short term remains IndiGo getting its house in order," said officials of other big airlines.

Turbulent Times: New Norms, Weak Re, Airspace Closures Air India braces for worst annual loss of ₹15,000cr after crash IndiGo profit dives 78% in Dec qtr over flight disruptions

Air India is set to report a record annual loss after last year's crash and airspace shutdowns wiped out progress toward a turnaround, according to people familiar with the matter.

The carrier, which is a joint venture between the Tata Group and Singapore Airlines, is on track to post a loss of at least Rs 15,000 crore (\$1.6 billion) this fiscal year, said the people. Earnings were further hit by Pakistan's closure of its airspace for Indian airlines following Operation Sindoor, forcing carriers to fly longer routes at higher costs to Europe and the US, they added.

The reversal is especially stark because Air India had been edging back toward profitability before the June Dreamliner crash — which killed more than 240 people — undid years of progress. The founders had targeted operational break-even this fiscal year, but profitability is now

HITTING AIR POCKET



out of reach, the people said.

The losses come on the back of a turbulent year for Indian aviation marked by flier anxiety, flight delays and mass cancellations by rival carrier IndiGo, that has put a spotlight on the duopolistic market structure. Spokespersons for Air India, Tata Group and Singapore Airlines did not respond to request for comments. A new five-year plan submitted by management projected profits only in its third year, but it was rejected by the board. BLOOMBERG

TIMES NEWS NETWORK

New Delhi: IndiGo net profit fell 78% to Rs 549 crore in the tumultuous Dec quarter due to flight disruption and provisions for higher gratuity and leave encashment as mandated by the labour code.

IndiGo CEO Pieter Elbers, who has been issued a warning by aviation regulator for the airline's failure to plan for crew flying timing requirements, said the operational issues cost the carrier Rs 577 crore, while the impact of the labour code was around Rs 1,000 crore, with the rupee devaluation also having an impact. The airline had reported a profit of Rs 2,449 crore during Oct-Dec 2024.

Despite the large-scale disruptions in early Dec, fare caps being enforced for domestic flights since Dec 6 and the airline's 10% flights cut for this winter schedule, the largest domestic carrier saw its total income rise 6.7% to Rs

24,541 crore in the third quarter of the current fiscal year. IndiGo stock closed 1.1% up at Rs 4,914 on BSE on Thursday, when the broader market was 0.5% up. During 2025, IndiGo flew 12.4 crore passengers, 9% more than 2024, Elbers said.

Operational issues cost the carrier ₹577cr, while ₹1,000cr was the labour code's impact

According to govt data, IndiGo had cancelled a fourth of the 17,404 domestic flights it was to operate between Dec 1 and 9 (both days included). On other hand, just a shade over 2% of the 2,702 international flights it was to operate at the same time were cancelled. So far there is now word on why the airline did so. Asked when he sees returning to pre-cut levels, Elbers said: "We are ambitious of returning to not just that level but growing further in coming times."



Corporate Communications Directorate

THE TRIBUNE

DELHI

23 JANUARY 2026

IndiGo told to dismiss senior VP over crisis, Centre tells Delhi HC

NEW DELHI, JANUARY 22

The Union of India on Thursday informed the Delhi High Court that decisive action has been initiated on the basis of the inquiry commission's report into the IndiGo crisis marked by large-scale flight cancellations and passenger disruption.

The submission was made during the hearing of a plea seeking an independent judicial probe into the incident before a Division Bench head-

ed by Chief Justice DK Upadhyaya of the Delhi High Court.

Placing the steps taken on record, the Union told the court that a Senior Vice-President of IndiGo had been directed to be dismissed from service. It further informed the Bench that a monetary penalty of Rs 22 crore had been imposed on the airline and a bank guarantee of Rs 50 crore had been secured to ensure compliance with the corrective measures. — ANI