



## Railways okays Rs 4,100-cr suburban rail link to airport; deadline March 2030

BENGALURU, DHNS

The South Western Railway (SWR) has approved the alignment of an 8.5-km rail link to the Kempegowda International Airport under the Bengaluru Suburban Railway Project (BSRP), two senior officials said.

The airport line will branch off the BSRP's KSR Bengaluru-Devanahalli corridor (Sampige Line, 41.4 km) ahead of Trumpet Interchange and terminate between Terminal 1 and 2 of the airport.

The line will run at grade for 5.5 km, while the remaining 3.5 km inside the airport complex will be fully underground.

There will be four stations: BK Halli, KIADB Aerospace Park, Airport City and Airport Terminal.

BK Halli and KIADB Aerospace Park stations will be at grade, while both stations within the airport premises will be underground.

BK Halli and Airport City have been planned to cater to future requirements, while the remaining stations will be fully functional and operational when the line opens, a senior official at Railway Infrastructure Development Company Karnataka (K-RIDE) said.

The DPR for the airport link was prepared by RITES Limited. "The railways has approved the alignment of the airport link. The project is estimated to cost approximately Rs 4,100 crore," K-RIDE Managing Di-

rector Lakshman Singh told *DH*.

While Bangalore International Airport Limited (BIAL) has declined to fund the airport link, efforts are underway to secure equity funding from the state government and Indian Railways, the first official said.

BIAL is constructing two metro stations within the airport premises on the Blue Line. The Airport City metro station will be at grade, while Airport Terminal will be partially underground.

According to K-RIDE, detailed planning and land requirements for stations within the airport premises will be finalised soon.

Initially, only one suburban station — near the terminal — was proposed within the airport premise. The new station (Airport City) will come up near the junction of Hen-nur-Bagalur-Begur road and serve airport employees and people from catchment areas, the official said.

The railways has also approved the Sampige Line's alignment. K-RIDE plans to complete land acquisition in about a year, Singh said. The Sampige Line, including the airport link, is targeted for completion by March 2030, he added.

In July 2024, K-RIDE floated tenders for viaduct and station works on the Sampige Line's KSR Bengaluru-Yelahanka section (17.63 km), but has not yet awarded the contract.



## Corporate Communications Directorate

DECCAN HERALD

BANGALORE

23 JANUARY 2026

# Airport ground staffer held for sexually harassing foreigner

### Misused frisking procedure to touch her inappropriately

BENGALURU, DHNS

A ground staff member at the Kempegowda International Airport (KIA) in Bengaluru has been arrested for sexually harassing a South Korean tourist on the pretext of a security check on Thursday.

Police identified the suspect as 25-year-old Mohhamed Affann Ahamed, an Air India SATS employee.

The incident occurred at Terminal 2 after the woman, who was travelling to South Korea, had completed Central Industrial Security Force (CISF) screening and immigration. Police said the staffer ap-

proached the passenger, introduced himself as airport staff, and claimed a beeping sound was coming from her bag.

He told her that going to the regular checking area would cause delay and persuaded her to move to a secluded spot near the men's restroom.

Under the guise of a manual frisk, he allegedly inappropriately touched the woman multiple times and hugged her. She resisted, and the accused fled, reportedly saying "thank you" before leaving.

The passenger immediately reported the incident to airport security.

Authorities detained the suspect and handed him over

### AISATS orders inquiry

AISATS said the accused employee had been terminated.

"A comprehensive inquiry is underway to strengthen safeguards and prevent recurrence. AISATS is cooperating with authorities and remains committed to the highest standards of ethics, safety and compliance," it added.

to the airport police, who formally arrested him and initiated further investigation.

Police said the suspect was not authorised to conduct frisking and has been remanded to judicial custody.

The woman, in India on a tourist visa since November, was returning home at the time.

### Four held for molesting woman, assaulting her fiancé

BENGALURU, DHNS: Four men, including three private hospital employees, have been arrested in a late-night assault and molestation case.

The arrested are Vijay Kumar, Mohith, Tejaswi and David, all residents of Maruthinagar, Taverekere.

At 1.30 am on January 20, Usha (name changed) returned from a restaurant with her fiancé. While standing outside their house, the four men allegedly accosted and abused them using obscene language.

When Usha objected, the suspects called their associates. Five others arrived and assaulted her fiancé.

When Usha intervened, the suspects allegedly touched her inappropriately, outraged her modesty and issued

threats. She raised an alarm and patrol police rushed to the spot. Police tracked down the suspects using CCTV footage.

"Preliminary investigation shows the suspects are aged 20 to 25 and hail from Chitradurga and Kodagu. They rented a house near the complainant's residence. Three work in hospital marketing and were partying at home. Two came down to buy cigarettes, noticed the woman and passed obscene comments. When her fiancé objected, they called their friends and committed the crime under the influence of alcohol.

"The incident was caught on CCTV. We are checking if this was their first offence or if they have a criminal history," a police officer said.



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 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.

**THE FREE**



# Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

24 JANUARY 2026

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## Model skeleton at IGI triggers security alert

**Jignasa Sinha**

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**NEW DELHI:** Panic erupted at Terminal 3 of Delhi's Indira Gandhi International (IGI) Airport on Friday after a box containing a human skeleton was found in the airport. This triggered a security alert with Delhi Police and other security staff rushing to the area to conduct checks. However, police later found that it was not real but a model used at medical colleges left behind by a passenger.

According to the Delhi Police, the box was found in the departure area near the office of an airline between 9 and 10 am. Deputy commissioner of police (DCP - airport) Vichitra Veer said, "During inquiry, it emerged that a passenger had left the box with airline staff after being denied permission to carry it on the flight. The

item was later noticed by housekeeping staff, who alerted Delhi International Airport Limited (DIAL) security, which in turn informed the local police."

After receiving the alert, "the box was examined as per the laid-down drill. On inspection, it was found that it contained a skeleton-like structure. We found that it was not real but a model commonly used for educational purposes in nursing and medical studies."

During the probe, police found the box had the label and address of a firm. Police contacted the firm, which confirmed that the item was an educational model.

Police said no suspicious material was found, and the situation was handled as per security protocols. However, to ensure all protocols are followed, the skeleton has been sent for forensic examination.



The Katra-Srinagar Vande Bharat train seen on a snow-covered track at Banihal in Ramban on Friday. ANI

## Rain, snowfall block highways in J&K, Srinagar airport, many schools closed

Express News Service

Jammu, Srinagar, January 23

NORMAL LIFE was disrupted across Jammu & Kashmir on Friday as heavy rain, gusty winds and snowfall blocked roads, disrupted power supply and prompted the authorities to close schools at various places in the Union Territory.

The authorities also suspended the pilgrimage to Shri Mata Vaishno Devi Shrine as a precautionary measure. The key road links to the Valley from Jammu and Ladakh, along with the Mughal Road and the Kokernag-Kishtwar road, were closed for traffic. All flight operations were suspended at the Srinagar airport.

The high-speed winds blew

away rooftops, uprooted trees and snapped power lines in different parts of Kashmir, plunging parts of the Valley into darkness. At least 120 people stranded in snow in Udhampur district's Basantgarh area and Tota Gali in Poonch district were rescued by police and security forces, respectively.

By Friday noon, sufficient snow had accumulated in most parts of the Valley. Officials said while 2 feet of snow had accumulated in Shopian, it was around a foot in Pulwama and many other parts of north Kashmir.

In Jammu region, about 2-3 ft of snow was recorded in Batote, Patnitop and Sansar areas along the national highway, and the high altitude areas of Ud-

hampur, Reasi, Doda, Kishtwar, Ramban and Poonch districts, disrupting power and water supply, and telecommunication services.

The vehicular traffic on the Batote-Doda road was also suspended due to landslides and slippery conditions.

Rashtriya Rifles troops rescued nearly 110 civilians traveling in buses, trucks and private vehicles at Tota Gali on the NH-144A around 4 am. At Chochru Gali in Udhampur's Basantgarh area, police rescued 12 people stuck in heavy snowfall.

The local administrations ordered closure of schools in hilly districts of Kishtwar, Doda, Udhampur, Reasi, Rajouri and Poonch.

Meanwhile, Chief Minister

Omar Abdullah on his X handle wrote about the damage to the power supply lines and outages. Omar said the active power load in the Valley is less than 100 Megawatts (MW) as against the usual 1700 MW.

"As per KPDCL, the active power load in the valley is less than 100 MW, essentially due to outage of almost all 33KV feeders including those feeding emergency services," he said on X, adding that "teams are on job for rectification but extensive tree fall on the lines and the windy conditions are major hurdles to be overcome".

The CM also said, "Damage assessment is underway but would take some time owing to prevailing weather conditions."

## Human skeleton inside bag sparks panic at IGIA

PIONEER NEWS SERVICE

■ New Delhi

Panic briefly gripped Terminal 3 of the Indira Gandhi International Airport (IGIA) on Friday after an unattended box containing what appeared to be a human skeleton was found in the departure area.

The incident prompted a security alert and swift action by airport police. The situation was later brought under control after authorities confirmed that the skeleton was not real but an educational model used for medical studies.

According to police, information was received at the IGI Airport police station from DIAL security about a suspicious box lying near the office of an airline in the departure area.

Given the high-security nature of the airport, the alert triggered immediate



precautionary measures. The station house officer of the IGI Airport police station rushed to the spot along with police staff and initiated standard security protocols. A senior police officer said the box was examined following the prescribed security drill. "The box was carefully checked as per laid-down procedures. On inspection, it was found to contain a skeleton-like structure. However, it was not a real human skeleton but a

model commonly used for educational purposes in nursing and medical studies," the officer said.

The presence of the skeleton-like object caused brief panic among passengers and airport staff, as the box was unattended and its contents were not immediately known. Security personnel cordoned off the area as a precaution while the examination was carried out to rule out any threat. Police said the box bore a label and

the address of a firm, which helped investigators trace its origin.

The firm was contacted, and it confirmed that the item was an educational model used for teaching anatomy to medical and nursing students. This clarification helped ease concerns about any criminal or suspicious activity. Further inquiry revealed that the box had been brought to the airport by a passenger who intended to carry it on a flight. However, the passenger was denied permission by airline staff to take the item onboard.

Following this, the passenger reportedly left the box with airline staff. Later, the box was noticed by housekeeping personnel in the departure area, who flagged it as suspicious and informed DIAL security. DIAL security then alerted the local police.



# Corporate Communications Directorate

THE PIONEER

LUCKNOW

23 JANUARY 2026

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

**GURDIP SINGH**

■ 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 per cent compared to 2024's passenger traffic, the Changi Airport Group (CAG) 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.

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.

## Why customs rules need to factor in at least a decade of price rise

Duty-free allowances were last set in 2016. But those limits appear inadequate now in view of price rise and economic growth, pointing to a scope for revision

Vimal Pruthi

Every passenger landing in India from overseas, after completing immigration and collecting their baggage, has to pass through Customs, where goods beyond the permitted duty-free allowance must be declared through the Red Channel, else the passenger can simply pass through the Green Channel. India's duty-free baggage allowance was last updated in 2016, prescribing allowance limits on which no duty is payable for different categories of passengers (see box).

Under the current baggage rules, travellers can bring up to 100 cigarettes, 25 cigars or 125 grams of tobacco, and two litres of alcohol/duty-free. Personal ornaments (other than gold or silver in any other form) are allowed. However, firearms, more than 30 cartridges, and LCD televisions are not permitted. Overall, these rules are broadly in line with international practices.

Indians returning after staying abroad for work, study or business also get extra relief. They can bring used household items duty-free based on their stay up to Rs 1 lakh up to one year, Rs 2 lakh up to two years, and Rs 3 lakh for more than two years. Those staying abroad for over one year may also bring jewellery duty-free up to 2kg up to Rs 50,000 for men and 4kg up to Rs 1,00,000 for women.

The Rs 50,000 limit was reasonable in 2016, but inflation has reduced purchasing power. Goods costing Rs 50,000 in 2016 now cost closer to Rs 75,000 as common travel purchases like clothing, footwear, perfumes, cosmetics and electronics have become more expensive. This gap between rising prices and a static baggage allowance has created difficulties for travellers.

When the rules were framed, an allowance of Rs 50,000 was adequate for several items. However, changes in

A look at an indicative travel basket (see chart) shows that items that fit within the Rs 50,000 limit in 2016 now cost close to Rs 1,00,000 after accounting for inflation

prices and purchasing power over time means the situation is much different today. In 2016, it cost about Rs 67, so a \$700 item cost roughly Rs 50,000. In 2026, it has risen to around Rs 90, making the same item cost about Rs 67,500, making travellers pay almost Rs 17,500 more for the same product purely on account of exchange rate differences without even factoring in the rise in price.

At the same time, the economic position of Indian citizens has improved over the last decade. Per capita income has risen sharply, reflecting higher earnings and spending capacity. However, the duty-free baggage allowance has remained unchanged, creating a clear mismatch with today's reality.

A look at an indicative travel basket (see chart) shows that items that fit within the Rs 50,000 limit in 2016 now cost



File photo of customs check at Ahmedabad airport

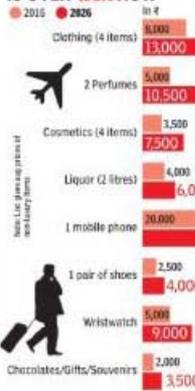
### HOW CUSTOMS ALLOWANCES STAND

Passenger Category	Arriving from any country other than Nepal/Bhutan/Myanmar	Arriving from Nepal/Bhutan/Myanmar
Indian Resident/Foreign residing in India/Indian Origin Tourist	Used personal effects, souvenirs and other articles up to ₹50,000	Used personal effects, souvenirs and other articles up to ₹15,000.
Foreign Origin Tourist	Used personal effects, souvenirs and other articles up to ₹15,000	However, in case of a passenger arriving by land, only used personal effects are allowed.

### BUT PER CAPITA INCOME HAS JUMPED



### WHAT COST ₹50K THEN, IS OVER ₹1K NOW



close to Rs 1,00,000 after accounting for inflation, even without any luxury purchases. That points to a need to increase the allowance to Rs 1,00,000 to match current realities.

Passengers should be aware that international travel is subject to closer scrutiny. India has Customs Cooperation Agreements with many countries to share information in real time. As a result, high-value purchases made abroad and tax refunds claimed may already be known to Indian Customs, often leading to Red Channel checks.

Accordingly, the govt in the upcoming budget may consider increasing the duty-free baggage allowance from the present Rs 50,000 to Rs 1,00,000.

An increase in the allowance would better reflect today's costs and current travel realities. Ad-

ditionally, higher duty-free spending would boost business at Indian airports, increase foreign exchange earnings and result in higher revenue for govt as passengers use baggage limit to buy products at duty-free shops in India. Also, the baggage limit on transfer of residence needs to be increased.

The writer is tax partner, ET India. Views expressed are personal.



# Corporate Communications Directorate

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THE ASSAM TRIBUNE

GUWAHATI

23 JANUARY 2026

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*India's biggest airline, IndiGo, on Thursday reported a 78 per cent slump in December quarter net profit as flight disruptions and implementation of the new labour code took a toll on its earnings. – PTI*



# Corporate Communications Directorate

AMAR UJALA

DELHI

24 JANUARY 2026

## कोलकाता और मुंबई की उड़ानें स्थगित

साहिबाबाद (गाजियाबाद)। गणतंत्र दिवस के चलते हिंडन एयरपोर्ट से कोलकाता और मुंबई की उड़ानें रद्द कर दी गई हैं। गणतंत्र दिवस की रिहर्सल व सुरक्षा की दृष्टि से यह फैसला लिया गया है। गणतंत्र दिवस के बाद दोनों उड़ानें यथावत हो जाएंगी हिंडन एयरपोर्ट प्रबंधन के निदेशक डॉ. चिलका महेश ने बताया कि हिंडन एयरपोर्ट में गणतंत्र दिवस के परेड की रिहर्सल चल रही है। इस वजह से हर बार की तरह इस बार भी सुबह के समय को उड़ानों को रद्द किया गया है। दोनों ही फ्लाइट इंडिगो की हैं। शुकवार को दोनों शहरों की उड़ानें रद्द रहीं।

इसकी पूर्व जानकारी यात्रियों को पहले ही दे दी गई थी। गणतंत्र दिवस तक के लिए इंडिगो के कोलकाता और मुंबई की फ्लाइट के टिकट की बुकिंग रद्द कर दी गई है। सुरक्षा भी की गई चाक चौबंद

गणतंत्र दिवस के मद्देनजर हिंडन एयरपोर्ट की सुरक्षा व्यवस्था भी चाक-चौबंद कर दी गई है। मुख्य मार्ग से एयरपोर्ट की ओर यू-टर्न लेते ही प्रत्येक वाहन चालक व लोगों से पूछताछ की जा रही है। यात्रियों को अपना टिकट दिखाने के बाद ही एयरपोर्ट के अंदर प्रवेश दिया जा रहा है। बेटी बचाओ-बेटी पढ़ाओ गोल चक्कर से ही सुरक्षा पहरा लगा दिया गया है।

## IndiGo on steady flight path despite Q3 blip

Brokerages positive on airline's longer-term prospects

**TANMAY TIWARY**  
New Delhi, 23 January

InterGlobe Aviation (IndiGo) reported muted December-quarter (Q3) numbers for 2025-26 (FY26) as a bout of operational disruptions and sharp foreign exchange (FX) losses weighed on headline profitability. This came even as underlying demand and core operating metrics remained resilient.

Brokerages, while trimming near-term estimates, remain broadly positive on the firm's longer-term prospects. They cite

its scale advantage, balance-sheet strength and global expansion.

For the third quarter of FY26, IndiGo's reported profit fell sharply year-on-year (Y-o-Y), largely due to exceptional costs linked to the new labour codes and passenger compensation during disruptions in early December, alongside a forex loss of about ₹1,100 crore. Adjusted for these items, performance was closer to expectations, with operating indicators broadly stable.

Motilal Oswal Research said IndiGo's operating profit before rental costs stood at ₹5,860 crore, broadly flat Y-o-Y and largely in line with estimates. Adjusted profit came in slightly below expectations.

Revenue rose 6 per cent to ₹23,470 crore, driven by capacity growth and steady traffic, though yields moderated marginally on a high base.

Elara Capital noted that the reported earnings decline "materially understates underlying performance". It stressed that the quarter was affected more by one-offs than by any structural weakness in demand or margins. Passenger load factor and yields fell due to the December disruptions, it said, rather than any broad-based slowdown in travel demand.

A key theme across brokerages was the outlook for costs. The management has guided for a mid-single digit increase in cost per available seat kilometre



(CASK), excluding fuel and forex, in FY26. This is being driven by a weaker rupee, higher dollar-denominated expenses such as aircraft leases and maintenance, and lower fixed-cost absorption following capacity moderation.

IndiGo curtailed some domestic operations during the winter schedule as it adjusted to Flight Duty Time Limitation (FDTL) norms and managed aircraft-on-ground issues linked to global engine supply constraints.

The airline also relied more on damp and wet leases to maintain operations, adding to near-term cost pressures.

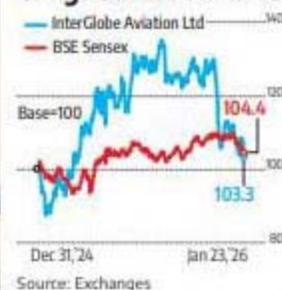
JM Financial Research said CASK ex-fuel and ex-forex rose modestly Y-o-Y in the quarter. It is expected to scale up further in FY26 due to higher foreign exchange exposure, damp lease costs and moderated capacity growth.

Motilal Oswal Research cut its FY26 operating profit before rental costs estimate by 10 per cent to reflect these pressures, while retaining its medium-term forecasts.

Despite near-term headwinds, brokerages highlighted IndiGo's strategic initiatives as key positives. The airline expects capacity growth of around 10 per cent in the March quarter, skewed towards international routes, while domestic operations remain the backbone of the network.

The management has an-

### Caught in turbulence



ounced \$820 million investment through its GIFT City entity for aviation asset acquisition. This is part of a broader strategy to manage foreign exchange exposure and build owned assets.

The number of owned aircraft rose sharply over the past year.

Elara Capital underscored the launch of the Airbus A321XLR as a "step-change" in IndiGo's international economics, enabling entry into long, thin routes with lower breakeven loads and reduced capital risk. Global expansion, along with overseas revenue, is also expected to act as a natural hedge against a weak rupee over time.

Emkay Global said the airline's long-term growth targets remain intact, with international volume growth likely to outpace domestic growth. It expects a gradual improvement in operations as disrupted capacity is restored and supply chain issues ease.

Most brokerages reiterated positive ratings on the IndiGo stock, albeit with some moderation in near-term earnings expectations.

Motilal Oswal Research maintained a 'buy' rating with a target price of ₹6,100, valuing the stock at 9 times its FY28 estimated operating profit before rentals. It expects revenue, operating profit before rentals and adjusted profit to grow at compound annual rates of 12 per cent, 13 per cent and 10 per cent, respectively, over FY25-28.

# पायलट परीक्षकों से जुड़े नियम होंगे सख्त

## डीजीसीए ने पायलट परीक्षकों के लिए अनुभव व पात्रता से जुड़े मानदंड कड़े करने का दिया प्रस्ताव

दीपक पटेल

नई दिल्ली, 23 जनवरी

**ना** गर विमानन म ह निदेश ल य (डीजीसीए) ने पायलट परीक्षकों की नियुक्ति और उन्हें बनाए रखने से जुड़े नियम-कायदे सख्त बनाने का प्रस्ताव दिया है। डीजीसीए ने पायलट परीक्षकों के लिए अनुभव और पात्रता से जुड़े मानदंड कड़े करने की बात कही है जबकि कुछ प्रक्रियात्मक आवश्यकताएं समाप्त की जा सकती हैं। पायलट परीक्षक वरिष्ठ पायलट होते हैं जो विमान और सिमुलेटर पर नए एवं कम अनुभवी पायलटों की दक्षता का आकलन करते हैं।

इस महीने विमानन क्षेत्र की कंपनियों के साथ साझा किए गए एक मसौदे प्रस्ताव में डीजीसीए ने अधिकृत परीक्षकों की पुनर्नियुक्ति के नियम कड़े कर दिए हैं। मौजूदा नियमों के तहत दोबारा नियुक्त होने के लिए एक पायलट को पिछले पांच वर्षों में डीई के रूप में सेवा देने का अनुभव रखना जरूरी होता है। नए प्रस्ताव के तहत उम्मीदवारों के पास पिछले सात वर्षों में उसी या किसी अन्य विमानन कंपनी के साथ कम से कम 12 महीने का परीक्षक के तौर पर अनुभव होना चाहिए। यह



कदम संदर्भ अवधि का थोड़ा विस्तार करते हुए न्यूनतम अनुभव आवश्यकता को बढ़ाता है।

डीजीसीए ने डीई के रूप में नियुक्ति चाहने वाले विदेशी पायलटों के लिए सख्त मानदंडों का प्रस्ताव दिया है जिनमें एक विशिष्ट विमान उड़ाने के लिए पायलटों को प्रशिक्षित करने और उनकी योग्यता परखने का तीन साल का निरंतर अनुभव आवश्यक है। वर्तमान में विदेशी पायलटों को पिछले तीन वर्षों के भीतर केवल दो साल के टाइप रेटिंग एग्जामिनर (टीआरई)

अनुभव की आवश्यकता है।

मसौदे में डीई और सिंथेटिक फ्लाइट एग्जामिनर (एसआरई) के लिए सख्त निगरानी का प्रस्ताव है जिसमें उनकी मंजूरी को वार्षिक रीफ्रेशर प्रशिक्षण से जोड़ा गया है। रीफ्रेशर प्रशिक्षण लाइसेंसिंग आवश्यकताओं और वर्तमान नियमों पर परीक्षकों को अद्यतित रखने का एक सालाना पाठ्यक्रम है। एसएफई वरिष्ठ पायलट होते हैं जो केवल उड़ान सिमुलेटर पर दूसरों का परीक्षण करते हैं।

मौजूदा नियमों के तहत रीफ्रेशर

### प्रस्ताव पेश

■ डीजीसीए ने अधिकृत परीक्षकों की पुनर्नियुक्ति के नियम कड़े कर दिए हैं

■ नए प्रस्ताव के तहत उम्मीदवारों के पास पिछले सात वर्षों में उसी या किसी अन्य विमानन कंपनी के साथ कम से कम 12 महीने का परीक्षक के तौर पर अनुभव होना चाहिए

■ डीजीसीए ने डीई के रूप में नियुक्ति चाहने वाले विदेशी पायलटों के लिए सख्त मानदंडों का प्रस्ताव दिया है

लिए खास रियायत भी पेश की हैं। एसएफई के लिए ऊपरी आयु सीमा 70 से बढ़ाकर 75 वर्ष कर दी गई है जिससे अनुभवी कर्मियों को अधिक समय तक सक्रिय रहने की इजाजत मिलती है।

इसके अलावा, मसौदे में डीई और एसएफई दोनों के लिए नियुक्तियों का कार्यकाल पांच साल से बढ़ाकर सात साल कर दिया गया है जिससे नवीनीकरण की आवृत्ति कम हो गई है।

पूरी प्रक्रिया आसान बनाने के एक अन्य उपाय के तौर पर अनुमोदित प्रशिक्षण संगठनों (एटीओ), जिनके पास इन-हाउस एसएफई नहीं हैं, उन्हें आपसी समझौते के तहत विमानन कंपनियों से सिमुलेटर परीक्षकों का उपयोग करने की अनुमति दी जाएगी।

मौजूदा समय में अधिकृत डीई (विमानन कंपनी या उड़ान प्रशिक्षण केंद्रों द्वारा अपने पायलटों की जांच के लिए चुने गए डीई) पर प्रत्येक जांच के दौरान सुरक्षा एवं अनुपालन सुनिश्चित करने के लिए डीजीसीए निरीक्षकों की निगरानी रखी जानी चाहिए।

मसौदे में यह नियमित निगरानी हटाने का प्रस्ताव है जिससे अधिकृत डीई को निरीक्षक की उपस्थिति के बिना परीक्षण करने की अनुमति मिलती है।

प्रशिक्षण केवल डीई और एसएफई के लिए लागू था और वे एक औपचारिक वार्षिक पाठ्यक्रम पूरा किए बिना अपनी नियुक्ति जारी रख सकते थे। नए प्रस्ताव में यह स्पष्ट किया गया है कि अगर डीजीसीए को रीफ्रेशर पाठ्यक्रम पूरा किए हुए 12 महीने से अधिक हो गए हैं तो डीई या एसएफई की नियुक्ति वैध नहीं रहेगी। डीजीसीए ने 20 फरवरी तक मसौदे पर सार्वजनिक टिप्पणियां मांगी हैं।

नियामक ने अपने मसौदे में परिचालन बाधाएं कम करने के



# Corporate Communications Directorate

DESHBANDHU

DELHI

24 JANUARY 2026

## अब देश में बनेंगे वाणिज्यिक विमान मंगलवार को होगी घोषणा

नई दिल्ली, 23 जनवरी (एजेंसियां)। अडानी समूह 'मेक इन इंडिया' की दिशा में बड़ी पहल करते हुए देश में वाणिज्यिक विमानों का निर्माण शुरू करने वाला है।

अडानी समूह की कंपनी अडानी डिफेंस एंड एयरोस्पेस ने इसके लिए ब्राजील की विमान बनाने वाली कंपनी एंब्रेयर के साथ करार करने जा रही है। आगामी 27 जनवरी को यहां राजीव गांधी भवन स्थित नागरिक उड्डयन मंत्रालय में इसकी घोषणा की जाएगी। दोनों कंपनियों की ओर से मीडिया ब्रीफिंग के लिए जारी संयुक्त आमंत्रण में कहा गया है कि भारत के वाणिज्यिक विमानन की 'मेक इन इंडिया' यात्रा में एक ऐतिहासिक विकास की घोषणा की जानी है।



आमंत्रण में यह भी कहा गया है कि यह घोषणा 'एयरोस्पेस में भारत की आत्मनिर्भरता के लिए एक महत्वपूर्ण मील का पत्थर' साबित होगी। इससे पहले मीडिया में इस तरह की खबर आयी थी कि दोनों कंपनियों ने भारत में वाणिज्यिक विमानों के निर्माण के लिए समझौता ज्ञापन (एमओयू) पर हस्ताक्षर किए हैं। पहले उम्मीद की जा रही थी कि 28 से 31 जनवरी तक हैदराबाद में आयोजित 'विंग्स इंडिया 2026' में इसकी घोषणा की जाएगी।



# Corporate Communications Directorate

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DECCAN CHRONICLE

HYDERABAD

23 JANUARY 2026

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## IndiGo loses ₹577 cr on flight disruptions

**FALAKNAAZ SYED**  
MUMBAI, JAN. 22

India's biggest airline, IndiGo, on Thursday reported a sharp fall of 78 per cent in December quarter net profit as massive flight cancellations in the last month and implementation of new labour code besides currency movements related to dollar-denominated future obligations took a toll on its earnings.

The airline reported a net profit of ₹549 crore in October-December quarter of FY26, compared with ₹2,449 crore earnings in the year-ago period.

The company in a state-

ment said that it took a hit of ₹1,546.5 crore in the third quarter including ₹577.2 crore due to massive flight disruptions witnessed in December and another ₹969.3 crore on account of the implementation of new labour laws.

IndiGo was slapped with a fine of ₹22.2 crore for flight disruptions and currency movement related to dollar-based future obligations aggregated to ₹1,035 cr in third quarter.

Pieter Elbers, chief executive of Indigo said, "Despite these operational disruptions, IndiGo delivered a topline of around ₹24,500 crore in the December quarter."

# IndiGo Q3 net profit plunges 78% to Rs 549 crore

## Ops disruptions cause Rs 577-cr financial impact

NEW DELHI, PTI

India's largest airline IndiGo on Thursday reported a 78% decline in December quarter net profit at Rs 549.1 crore, as flight disruptions and implementation of the new labour codes 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 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 codes.

IndiGo was slapped with a fine of Rs 22.2 crore for the flight disruptions, which it has accounted for in

exceptional items.

Currency movement related to dollar-based future obligations aggregated to Rs 1,035 crore in the December quarter.

In the third quarter of the current fiscal, InterGlobe Aviation, the parent of IndiGo, recorded a total income of Rs 24,540.6 crore, higher than Rs 22,992.8 crore posted in the year-ago period.

IndiGo CEO Pieter Elbers said in the December quarter, the company faced major operational disruptions that resulted in significant flight cancellations and delays from December 3-5. "Despite these operational disruptions, IndiGo delivered a topline of around 245 billion rupees in the December quarter, reflecting a growth of around 7% with a reported profit of around 5 billion rupees and an underlying profit excluding exceptional items and forex of 31 billion rupees," 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 Rs 15,465 million, including estimated provision towards implementation of new labour laws of Rs 9,693 million, costs related to operational disruptions of Rs 5,550 million and penalty of Rs 222 million as per the DGCA order," the release said.

For the coming March quar-

ter, the airline has projected capacity growth of around 10% in terms of ASKs (Available Seat Kilometres) compared to the year-ago period. The growth will be largely on the international routes.

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.

During an analysts call to discuss the results, Elbers stressed that there are no

changes in the long term plans and also added that in-depth review is being done with respect to the disruptions.

Internal processes are also being strengthened, he added.

At the end of December, the airline had a total cash balance of Rs 51,606.9 crore, comprising Rs 36,944.5 crore of free cash and Rs 14,662.4 crore of restricted cash.

"The capitalised operating lease liability was Rs 524,784 million. The total debt (including the capitalised operating lease liability) was Rs 768,583 million," the release said.



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

24 JANUARY 2026

## Lower the Flight Risk Of These Two Flyers

IndiGo, Air India, get your acts together

IndiGo and Air India are set to post grim numbers this year as safety, operational and macro conditions turned adverse. Mass flight cancellations gouged out IndiGo's profits in the December quarter, and the June crash of an Air India Dreamliner will push back the airline's profitability timelines. Depreciation of the rupee and closure of Pakistan's airspace are bumping up operating costs for the two airlines, which makes it difficult to take on entrenched West Asian carriers for rising international traffic from India. Foreign airlines are piling on pressure to increase capacity on international routes as IndiGo and Air India await deliveries against their big aircraft orders. Regulators have taken a hard line after the winter flight disruptions by capping fares and seeking accountability.

Calls for more competition in Indian skies are getting louder. But the airline industry is particularly susceptible to business cycles that tend to dampen enthusiasm for running them. Several decades of open sky policy has left only one private carrier standing among a heap of grounded airlines. GoI, on its part, had a tough time finding a buyer for Air India. The Tatas merged a clutch of airlines with Air India to give themselves elbow room for a turnaround. The pandemic caused a meltdown in the global airline industry and recovery has been nursed by governments. Expecting a third strong player in Indian aviation at this juncture would be a triumph of hope over reality.



The way forward for the world's fastest-growing aviation industry is that it backs local players with muscle to take on international competition. More players are likely to step up as the market grows. Some degree of market concentration is unavoidable to recover from decades of underinvestment in Indian aviation. IndiGo and Air India happen to be India's best available bet for an airline industry that can take the fight to foreign rivals. They need to take lessons from 2025 and get their act together.



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

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## Airlines may not take up Offer for IndiGo Slots

**Arindam Majumder**

**New Delhi:** Airlines are unlikely to take the government offer to operate new flights using 300 slots surrendered by IndiGo as this facility may be only for one month, industry executives indicated.

Such a short period makes it unviable for carriers to start a new route and make it commercially viable, executives at Air India, SpiceJet and Akasa Air said.

The government is looking to redistribute the airport slots vacated by IndiGo during its pilot crisis to other airlines. But a lack of clarity on whether the offer would last beyond the ongoing winter schedule is making airlines wary.

On Thursday, the ministry of civil aviation told airlines that those ca-

pable of operating new flights with additional aircraft and crew, rather than reshuffling existing services, will be given preference to take over the slots vacated by IndiGo.

Last month, the Directorate General of Civil Aviation ordered IndiGo to cut 10% of its domestic flights from its winter season schedule—which ends in late March—after the carrier's poor roster planning forced it to cancel more than 5,000 flights in one week in December.

Slots are permissions given by airports to airlines to land and take off during a specific time. Due to airport infrastructure remaining constrained, slots are a prized asset. Currently, slot allocation relies on historic rights. Airlines must use at least 80% of their approved slots to retain them for the next schedule.

Airline executives said the go-

vernment has given no commitment that they will be allowed to continue the flight after March when the summer schedule will start. "It's very difficult to plan, reposition aircraft, start a route and then open it for sale only for a period of one or two months," said an airline executive.

Airlines network planners spend months studying traffic patterns before planning a flight between two cities. Viability of a flight also depends on the timing of slots.

For instance, while a 2 am flight may be viable between Delhi and Mumbai, it may not be the same for a flight to a smaller city. Industry sources suggested that the reduction in flights would only be for a short period between January and March. This makes it difficult for rival airlines to plan a new route.



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JANUARY 2026

## IndiGo Q3 profit plunges 78%

**FPJ News Service**  
MUMBAI

IndiGo on Thursday reported a sharp 78% fall in net profit for the December quarter, underlining the financial toll of widespread operational disruptions and the rollout of new labour codes. Profit slid to Rs 549.1 crore, from Rs 2,448.8 crore a year earlier, despite steady demand and higher revenues.

The carrier said exceptional factors dragged earnings by Rs 1,546.5 crore during the quarter. This included a Rs 577.2 crore impact from mass flight cancellations and delays between December 3 and 5, and a further Rs 969.3 crore



linked to the implementation of revised labour laws. The disruptions prompted regulatory scrutiny and penalties, compounding pressures on margins during the peak travel season.

CEO Pieter Elbers, in an exchange filing said, the airline regretted the inconvenience caused to passengers and thanked customers for their patience. He credited staff for restoring operations swiftly, adding that support

**India's largest airline says disruptions and new labour rules hit earnings but cash remains strong**

from aviation authorities and government agencies helped stabilise the network after the disruptions.

Despite the setback, IndiGo reported revenue of about Rs 245 billion for the quarter, up roughly 7% y/y. Reported profit stood at around Rs 5 billion, while underlying profit—excluding exceptional items and foreign exchange effects—was estimated at Rs

**IndiGo told to sack VP**

The government on Thursday informed the Delhi High Court that stringent steps have been taken against IndiGo following alleged regulatory violations by the airline, according to media reports. Appearing before the court, the Centre said it had ordered the dismissal of IndiGo's vice president. It added that a monetary penalty exceeding Rs 20 crore has also been imposed on the carrier. The Centre further told the court that a bank guarantee worth Rs 50 crore has been secured from IndiGo as part of the enforcement measures to ensure compliance with aviation safety and operational norms. The Centre also said that senior airline executives— including the chief operating officer, deputy head of flight operations and a resource analyst— have been warned of strict action if the situation continues or similar violations recur. The High Court has listed the matter for further hearing on February 25.

31 billion, highlighting the divergence between core performance and disruption-led costs.



# Corporate Communications Directorate

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MUMBAI

23 JANUARY 2026

## Air India braces for \$1.6 bn loss?

**Business Desk**

MUMBAI

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, Bloomberg reported on Thursday, quoting 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 150 billion rupees 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, forc-



ing carriers to fly longer routes at higher costs to Europe and the US.

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. A new five-year plan submitted by management projected profits only in its third year, but it was rejected by the board, which has asked for a more aggressive turnaround push, the people said. Government filings compiled by business intelligence platform Tofler show Air India has lost 322.1 billion rupees over the past three years. The airline sought at least 100 billion rupees in fresh support last year, Bloomberg News reported in October.



## Corporate Communications Directorate

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MUMBAI

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### IndiGo told to file affidavit on refunds

**PTI**  
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 D K 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", Rs 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.

The petitioner said IndiGo was offering Rs 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.

The counsel said he would take instructions.

"Please file an affidavit," the bench said.

The matter is to be heard next on February 25.



# Corporate Communications Directorate

HINDUSTAN

DELHI

24 JANUARY 2026

## कोलकाता और मुंबई की उड़ानें रद्द

**ट्रांस हिंडन**। गणतंत्र दिवस पर सुरक्षा के चलते हिंडन एयरपोर्ट से कोलकाता और मुंबई की उड़ान रद्द कर दी गई है। हिंडन एयरपोर्ट प्रबंधन के निदेशक डॉ. चिलका महेश ने बताया कि हिंडन एयरपोर्ट में गणतंत्र दिवस के परेड की रिहर्सल चल रही है।

रिहर्सल की वजह से हर बार की तरह इस बार भी सुबह के समय की उड़ानों को रद्द किया गया है। दोनों ही फ्लाइट ईंडिगो की हैं। शुक्रवार को दोनों शहरों की उड़ान रद्द रहीं। इसकी पूर्व जानकारी यात्रियों को पहले ही दे दी गई थी। गणतंत्र दिवस तक के लिए ईंडिगो के कोलकाता और मुंबई की फ्लाइट के टिकट की बुकिंग रद्द कर दी गई है।

## Reinsurers pay \$125 million to Air India for hull, engine loss in Ahmedabad air crash

George Mathew  
Mumbai, January 23

GLOBAL REINSURERS and Indian general insurance companies have paid around \$125 million — around Rs 1,125 crore — to Air India as the insurance claim for the loss of hull and engines in the June 12 Dreamliner crash in Ahmedabad.

They have also completed the process of releasing \$25 million (Rs 225 crore) as compensation for the relatives of passengers who died in the crash.



The flight crash in June last year killed 260 people. FILE

The compensation process is incomplete and the amount is likely to rise significantly when

the processing is fully done, insurance sources said.

Earlier, Indian reinsurer

GIC Re had said Air India's Ahmedabad crash claim is likely to hit a total of \$475 million (Rs 4,275 crore) including \$350 million of liability claims involving the compensation amount for 260 people who lost their lives in the mishap.

The Ahmedabad-London Gatwick flight AI-171, operated by Air India using a Boeing 787 Dreamliner, crashed near Ahmedabad, killing 260 people, including 241 passengers. The aircraft was completely destroyed.

»CONTINUED ON PAGE 2

### Reinsurer

The initial claim amount of \$125 million includes \$80 million for the hull and another \$25 million for two engines.

A reinsurer, who participated in the Air India deal, said, "The aircraft had just undergone an engine maintenance exercise and had a new engine for a temporary period while the old engine was getting serviced. That old engine will now be the property of reinsurers who had insured Air India and they can recover some money by selling it. All the claims for the hull and engines have been settled. Only passengers' claims are pending."

Air India did not respond to an email from The Indian Express seeking clarification on the status of compensation.

Air India's total claim out of the Ahmedabad crash is one of the largest in the history of aviation insurance. The airline had renewed its mega \$20 billion insurance policy (for hull) and \$1.5 billion liability policy with multinational AIG as the lead reinsurer since April 1.

Almost 95 per cent of the Air India policy has been reinsured with a clutch of reinsurers led by AIG, Axa and Allianz. Among the primary insurers, Tata's general insurance subsidiary Tata AIG General Insurance was the leader with over 40 per cent share in the policy followed by state-owned New India Assurance and other PSU and private sector general insurers.

However, the outgo from the primary general insurers will be minimal as the AI insurance policy has been reinsured by almost over 95 per cent who will be now paying claims.

The settlement of liability claims will take some time as it involves complex processes, in-

cluding litigation in Indian and overseas courts. Liability claims will cover passenger deaths, crew losses, and third-party damages. The liability portion also includes compensation for individuals affected on the ground and will be governed by international frameworks such as the Montreal Convention, which allows for unlimited compensation in cases of proven airline negligence.

Of the 230 passengers on board, 169 were Indians, 53 British, seven Portuguese and one Canadian. The other 12 on board were two pilots and 10 crew. One passenger survived the crash.

Both the airline and the families of those who died in an air crash are generally entitled to compensation, even when pilot error is involved, according to industry experts. In fact, the compensation amount could potentially increase if negligence by maintenance staff or technicians is established, sources said. The exact compensation and legal proceedings vary depending on the jurisdiction and whether the flight was domestic or international.

Airlines typically maintain liability insurance that covers passengers or their families in the event of injury or death, regardless of whether the cause is pilot error, mechanical failure, or other factors like pilot suicide.

For domestic flights within India, compensation is governed by national regulations such as the Carriage by Air Act and DGCA guidelines, which ensure passengers or their families are compensated regardless of who is at fault. When foreign nationals are among the deceased, families have the option to file claims in jurisdictions such as the country of the carrier, the place where the ticket was bought, or the home country of the victim.

LOKSATYA

DELHI

24 JANUARY 2026

दावा

अमेरिकी रिपोर्ट में इलेक्ट्रिकल फेलियर की आशंका; 270 लोगों की मौत हुई थी

## अहमदाबाद प्लेन क्रेश- विमान में पहले से खराबी थी

नई दिल्ली, लोकसत्या।

अहमदाबाद में 12 जून 2025 को क्रेश हुए एअर इंडिया के बोइंग 787 विमान में पहले से कई गंभीर तकनीकी दिक्कतें थीं। चार साल पहले प्लेन में आग भी लगी थी।

अमेरिका स्थित फाउंडेशन फॉर एविएशन सेफ्टी (FAS) ने दावा किया है कि विमान में इलेक्ट्रिकल सिस्टम फेल होने से एक के बाद एक कई सिस्टम बंद हुए। हो सकता है कि यही हादसे की वजह बना हो।

विमान टेकऑफ के कुछ ही सेकेंड बाद अहमदाबाद के रिहायशी इलाके में गिर गया था। इस हादसे में 270 लोगों की मौत हुई थी। सिर्फ एक शख्स जिंदा बचा था।

● प्लेन में 2014 से ही खराबी आ रही थी: FAS के मुताबिक, यह बोइंग 787 विमान 2014 से उड़ानों में इस्तेमाल हो



रहा था। व्हिसलब्लोअर के दस्तावेजों के आधार पर संगठन का दावा है कि विमान में शुरुआत से ही बार-बार तकनीकी और सिस्टम से जुड़ी समस्याएं सामने आईं।

रिपोर्ट में कहा गया कि 2022 में एक बार उड़ान के दौरान विमान में आग भी लगी थी। संभव है कि इससे विमान के अंदरूनी सिस्टम

को नुकसान पहुंचा हो। FAS का कहना है कि ऐसी घटनाओं की जानकारी सार्वजनिक नहीं की गई।

● इलेक्ट्रिकल फेलियर से कई सिस्टम एक साथ फेल हुए

FAS का मुख्य दावा है कि हादसे की जड़ इलेक्ट्रिकल फेलियर हो सकता है। संगठन के मुताबिक आधुनिक विमानों में ज्यादातर

सिस्टम बिजली और सॉफ्टवेयर से जुड़े होते हैं। ऐसे में बिजली सप्लाई में खराबी आने पर कई सिस्टम एक साथ बंद हो सकते हैं।

FAS ने कहा कि विमान की तकनीकी हालत और कॉकपिट वॉइस रिकॉर्डिंग से जुड़ा पूरा डेटा अब तक सार्वजनिक नहीं किया गया है। इनके बिना यह साफ नहीं हो पा रहा कि

सिस्टम किस क्रम में फेल हुए।

● दूसरे देशों में भी बोइंग 787 को लेकर शिकायतें

FAS ने कहा कि यह समस्या सिर्फ भारत तक सीमित नहीं है। अमेरिका, कनाडा और ऑस्ट्रेलिया में उड़ रहे दूसरे बोइंग 787 विमानों में भी करीब 2,000 फेलियर की शिकायतें दर्ज की गई हैं। यह पूरी 787 फ्लीट से जुड़ा सुरक्षा का गंभीर मुद्दा है।

● एअर इंडिया को 15 हजार करोड़ के घाटे का अनुमान

अहमदाबाद विमान हादसे और क्षेत्रीय एयरस्पेस बंद होने का असर एअर इंडिया की कमाई पर पड़ा है। अनुमान है कि चालू वित्त वर्ष में कंपनी को 15,000 करोड़ रुपये से ज्यादा का रिकॉर्ड घाटा हो सकता है। पाकिस्तान के भारतीय विमानों के लिए एयरस्पेस बंद करने से यूरोप और अमेरिका की उड़ानों का खर्च भी बढ़ गया।



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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



# Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

23 JANUARY 2026

## US report flags prior faults in crashed AI jet

G. S. MUDUR

New Delhi: The Air India Boeing 787 that crashed in Ahmedabad shortly after takeoff last year, killing 260 people, had suffered a long history of electrical and systems failures, a US non-government aviation safety watchdog has said in a whistleblower report submitted to the US Senate.

The aircraft, with tall number VT-ANB, had faced avionics, electronics and software faults, repeated tripping of circuit breakers, electrical surges and loss of electrical current, said the report submitted by the Foundation for Aviation Safety on January 12 to the US Senate Permanent Subcommittee on Investigations.

The subcommittee is a bipartisan body that examines government efficiency

and compliance with laws, and probes crimes, including fraud, that might impact health, welfare and safety.

The whistleblower report, citing what it described as "non-public information" about VT-ANB, said the problems extended across much of the aircraft's 11-year operational life. Among the issues were burning and overheating of power distribution components and what the report described as a "serious" fire.

The claims come amid unresolved questions about the London-bound Air India flight 171 that crashed on June 12, less than 35 seconds after takeoff. Investigators said the aircraft had lost thrust in both engines almost immediately after leaving the runway. The crash killed 241 passengers and crew members, as well as

19 people on the ground. One passenger survived.

In a preliminary report released a month after the crash, India's Aircraft Accident Investigation Bureau (AAIB) said the fuel control switches to the engines had moved to the "cut-off" position. The agency also released a summary of an exchange between the pilots that suggested one of them had moved the switches.

The report had drawn sharp criticism from members of the Airline Pilots Association of India (ALPA-I), which represents about 1,000 pilots, who said the preliminary report reflected a "presumption of pilot guilt" without sufficient evidence to support such an inference.

The whistleblower report submitted to the Senate subcommittee echoed those con-

cerns, saying the AAIB's preliminary findings "clearly" insinuated that one of the pilots was responsible for cutting the fuel switches.

The Foundation for Aviation Safety and ALPA-I have both accused Indian authorities of obscuring unresolved technical questions by releasing an incomplete report. The Foundation for Aviation Safety had issued a statement in October last year saying the crash of flight 171 illustrated a "consistent and dangerous trend" in which pilots are blamed before all available evidence is examined.

The watchdog group said the AAIB had released an incomplete account of the accident, omitting what it described as critical data — the full cockpit voice recorder transcript, real-time fault

messages from the aircraft and its health monitoring systems, and specific alerts and failures visible on cockpit displays.

"Without including the complete factual audio recording, the system fault messages, and flight deck instrument warnings, such omissions confuse the real sequence of electronic and systems failures that led to the tragedy," the Foundation for Aviation Safety said in a media release in October.

The whistleblower submission also said documents reviewed by the foundation suggested the issues were not isolated to a single aircraft. According to the report, other Air India Boeing 787s have shown evidence of electrical system failures, and aircraft of the same type registered in

the US, Canada and Australia have experienced similar problems.

Queries sent by this newspaper seeking verification of the whistleblower report circulating online did not receive a response.

Aviation experts and members of ALPA-I said that only a fully transparent investigation would establish why flight 171 crashed, including whether prior or newly developed aircraft faults played a role alongside, or independent of, crew actions.

"The AAIB has not accepted our pleas to allow pilots deeply familiar with the aircraft to be part of the investigation," said Sam Thomas, the president of ALPA-I. "They told us they have 250 subject matter experts — but who are they? They're not telling."



# Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

23 JANUARY 2026

## Air India braces for loss

**OUR BUREAU**

Calcutta/New Delhi: Air India is set to report a record annual loss after setbacks, including last year's deadly crash and airspace shut-downs, wiped out progress toward a turnaround, according to a Bloomberg report.

The carrier, which is a joint venture between the Tata Group and Singapore Airlines, is on track to post a loss of at least ₹15,000 crore (\$1.6 billion) for the year ending March 31, sources told Bloomberg.

The results are a culmination of a series of setbacks in a sobering year for the 90-year-old commercial aviation sector in India, which has lost \$22 billion since 2004 and seen 15 registered airlines go out of business in the last 20 years. The June Dreamliner crash and IndiGo's systemic failures in December highlighted



### TURBULENT OUTLOOK

structural problems, which go beyond lofty goals of doubling the fleet and further democratising air travel.

It was 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.

### IndiGo net plunges

IndiGo's December quarter net profit saw a 78 per cent decline to ₹549 crore, following the large-scale flight cancellations in December and the

implementation of the new labour code, the airline's CEO Pieter Elbers said on Thursday, adding that last month's disruption cost the company ₹577 crore and could lead to higher costs.

Elbers said the quarter was severely impacted by the new labour codes, currency movement pertaining to dollar-based future obligations and the operational disruption faced in December 2025.

However, despite these factors, the airline reported a net profit of ₹549.1 crore in the October-December quarter, compared with ₹2,448.8 crore earnings in the year-ago period.

IndiGo also warned of higher per-passenger costs for the full year as it expects its unit costs to grow in the mid-single-digit percentage range for the year ending March 2026, chief financial officer Gaurav Negi said.



# Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

23 JANUARY 2026

## 'Apply for IndiGo slots, but only if you can mount extra flights'

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 the requests received from airlines and forward the same to it".

The aviation ministry sent this communication to airlines and airport operators Thursday, listing the 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 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. 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.

The aviation ministry had cut IndiGo flights by 10% after its schedule collapsed in the 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 the last Sunday of March. It then set up a slot coordination committee "for the purpose of redistribution of slots vacated by IndiGo can-



Preference for the slots, freed up after gov't cut IndiGo flights by 10%, will be given to airlines that can demonstrate additional aircraft, crew, pilot capacity

cellations 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 the requests for slots temporarily freed up by IndiGo, this panel will decide on their final allocation. Officials in other major Indian 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 case with any serious Indian player. The best bet in the short term remains IndiGo getting its house in order and be able to return to pre-cut level of flights. Everyone wants that to happen as till the 65% market share company is not operational 100%, fare caps will remain in place that are hurting our yields," said officials of other big airlines.

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

## File Affidavit In Two Weeks, IndiGo Told

Abhinav.Garg  
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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.

## 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

**A**ir 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



Source: Ministry of Corporate Affairs, Tofler  
Note: Estimated annual loss for 2025-26

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."

# Why no check on airfares has SC perturbed

SHEKHAR SINGH

FOR years, passengers have watched air ticket prices climb sharply during festivals, long weekends, weather disruptions and major public events, often with little warning and no explanation. What many experience as a sudden shock is, in reality, a routine outcome of how the aviation market is structured. This week, the Supreme Court brought that reality into sharp focus, making it clear that deregulation cannot be allowed to slide into exploitation.

Hearing a plea seeking regulatory guidelines to control unpredictable airfare fluctuations and extra charges by private airlines, a Bench of Justices Vikram Nath and Sandeep Mehta openly questioned the absence of price safeguards. Justice Mehta remarked, "Look at the exploitation you did during Kumbh." Justice Nath said the problem was not confined to one event. "Not only Kumbh, but every festival," he said. The Bench noted that data showed fares to cities such as Prayagraj and Jodhpur had risen nearly three times compared to normal periods.

The observations strike at a problem that is neither new nor temporary. India has seen airfare surges for well over a decade. Diwali, Holi, summer holidays, exam seasons, fog in North India or sudden airline cancellations all follow the same script. Demand rises, capacity tightens and prices jump. Public anger peaks, authorities issue advisories or statements, and then the system resets until the next spike.

This is not an accident of the market. It is a direct outcome of deregulated pricing.

## WHAT IS DYNAMIC PRICING?

Since 1994, airlines have been free to decide fares, largely without regulatory interference. Today, pricing is driven by complex, algorithm-based dynamic pricing systems. These systems use historical data, real-time



A Bench has questioned the absence of safeguards to avoid the sudden surge in ticket prices

demand, seat availability, booking patterns, day of travel and even search behaviour to determine fares. Prices can change several times a day, sometimes within minutes. As cheaper fare buckets sell out, algorithms automatically push tickets into higher price bands.

In theory, this allows airlines to sell some seats cheaply during off-peak periods. In practice, it means that when demand rises even slightly, fares move sharply upwards across the board. For passengers booking late due to emergencies, flying becomes unavoidable and unaffordable at the same time.

## NO BINDING OVERSIGHT

The plea before the Supreme Court highlights a fundamental contradiction. Air transport is recognised as an essential service under the Essential Services Maintenance Act, 1981, placing it alongside railways and postal services. Yet, unlike rail fares, electricity tariffs or even hospital charges, airline pricing is not subject to any binding oversight. There is no regulator empowered to define excessive pricing, cap surge fares during emergencies or control add-on charges that have become routine.

When the Centre's counsel argued that fare decisions were left to market forces following deregulation, the Bench pushed back firmly. "We will interfere in this," the judges said, signalling that policy choices cannot override consumer protection. Deregulation, the court underlined, does not mean citizens can be left exposed to unchecked pricing.

## NO STATUTORY POWER TO CAP PRICES

The government's difficulty in controlling fare surges is partly institutional. The Directorate General of Civil Aviation (DGCA) is not an economic regulator. Its mandate is focused on safety, operational compliance and passenger rights related to delays, cancellations and refunds. It can issue guidelines on transparency and advisories urging restraint, but it has no statutory power to cap fares or penalise surge pricing.

The Ministry of Civil Aviation, meanwhile, has shown that intervention is possible, but only temporarily. During the Covid-19 pandemic, fare bands were imposed across domestic routes. More recently, amid disruptions linked to IndiGo, the Centre stepped in again with temporary distance-based fare caps. Under those caps, maximum economy fares were fixed at Rs 7,500 for flights up to 500 km, Rs 12,000 for 500-1,000 km, Rs 15,000 for 1,000-1,500 km and Rs 18,000 for journeys beyond 1,500 km, excluding taxes and airport charges.

Those measures demonstrated two things at once. First, that the government can regulate fares when it chooses to. Second, that it is reluctant to do so on a permanent basis. This reluctance is driven by economic and political considerations.

## WHAT AIRLINES WANT

Airlines argue that dynamic pricing is essential to their survival in a sector with volatile fuel costs and thin margins. The government fears that sustained fare controls could deter investment or destabilise an industry that has expanded rapidly over the past two decades. The result is a reactive approach: step in during crises, step back during normal times.

Meanwhile, passengers continue to face rising costs. Free baggage allowances have been cut from 25 kg to 15 kg on many routes. Excess baggage charges have increased sharply. Seat selection, meal preferences and even minor changes now come at a price. These add-ons are also influenced by pricing algorithms.

The Supreme Court case brings all these strands together. The petitioner argues that algorithm-driven pricing systems operate without transparency or accountability, hitting the poor and middle class hardest. When travel is unavoidable, passengers have no bargaining power. The court's remarks suggest a willingness to examine whether such a system can continue unchecked for an essential service.