



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUNAHATI

27 OCTOBER 2025

Agartala gets direct flights to Bagdogra, Silchar

AGARTALA, Oct 26: Direct flight services connecting Agartala with Bagdogra in West Bengal will begin on Sunday evening, while air connectivity between Agartala and Silchar in Assam will resume on October 28 after nearly three decades.

Assistant General Manager of the Airports Authority of India, Agartala, S Hoopik Jemou, said that Air India Express will commence its Agartala-Bagdogra service on Sunday evening from the Maharaja Bir Bikram Airport in Agartala.

Bagdogra Airport, located in Siliguri in North Bengal, is about 68 km from the popular tourist destination Darjeeling. He said that flight services between Agartala and Silchar will begin from October 28, operating twice a week, every Tuesday and Friday.

The route will be operated by IndiGo, marking the resumption of air services between the two Northeastern cities after almost 30 years.

Agartala will now have direct air connectivity with 10 destinations across the country. The Tripura capital is connected by air to Kolkata, Delhi, Imphal, Bengaluru, Hyderabad, Dibrugarh, Guwahati, and Chennai. - IANS



Corporate Communications Directorate

AMAR UJALA

DELHI

28 OCTOBER 2025

दुबई जा रहे स्पाइसजेट के विमान की चेन्नई में कराई आपात लैंडिंग

चेन्नई। मद्रै से दुबई जा रहे स्पाइसजेट के एक विमान में सोमवार को तकनीकी खराबी आ गई और उसे चेन्नई डायवर्ट करना पड़ा। सूत्रों ने बताया कि उड़ान भरने के बाद फायलटों को खामी का पता चला और विमान की चेन्नई में आपात लैंडिंग करानी पड़ी। हालांकि, एयरलाइन ने आपात लैंडिंग से इन्कार किया है। विमान में चालक दल के साथ सदस्य और 160 यात्री सवार थे। सभी सुरक्षित हैं।

स्पाइसजेट के एक प्रवक्ता ने कहा, मद्रै से दुबई जा रही स्पाइसजेट की उड़ान संख्या एसजी 23 को तकनीकी दिक्कत की वजह से चेन्नई डायवर्ट कर दिया गया था। विमान ने सामान्य लैंडिंग की ना कि आपात लैंडिंग। यात्रियों को भी सामान्य तरीके से ही उतारा गया। हालांकि, निजी एयरलाइन ने यह स्पष्ट नहीं किया कि विमान में तकनीकी दिक्कत क्या थी। एजेसी



Corporate Communications Directorate

AMAR UJALA

DELHI

28 OCTOBER 2025

दिल्ली हवाई अड्डे की यात्री क्षमता जल्द होगी 13 करोड़

नई दिल्ली। दिल्ली स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे (आईएनआई) की वार्षिक यात्री क्षमता जल्द बढ़कर 13 करोड़ तक हो सकती है। वर्तमान में इसकी क्षमता 10 करोड़ से अधिक यात्रियों को संभालने की है। पिछले वित्त वर्ष में यहां 7.93 करोड़ यात्रियों का आवागमन हुआ था।

एयरपोर्ट के सीईओ विदेह कुमार जयपुरीयार ने बताया कि एयरपोर्ट संचालन कुशलता को बढ़ाकर 13 करोड़ यात्री क्षमता हासिल की जा सकती है। एयरपोर्ट की यह बढ़ी हुई क्षमता टर्मिनल-1 (टी1) और टर्मिनल-3 (टी3) में सुधार के कारण संभव होगी। टी1 की डिजाइन क्षमता 4 करोड़ है, जिसे 4.4 करोड़ तक बढ़ाया जा सकता है। टी3 की क्षमता डिजाइन में 3.4 करोड़ थी, लेकिन अब यह 5.1

पिछले वित्त वर्ष में 7.93 करोड़ यात्रियों का हुआ था आवागमन अभी 10 करोड़ की है क्षमता

करोड़ यात्रियों को संभाल रहा। इसके अलावा टी3 पर बने नए पियर से 1 करोड़ से 1.2 करोड़ की अतिरिक्त क्षमता जुड़ेगी।

हाल में नवीनीकृत टर्मिनल 2 (टी2) की क्षमता 1.5 करोड़ है। सिविल एविएशन मंत्री के. राममोहन नायडू ने भी टी2 के उद्घाटन के मौके पर कहा था कि एयरपोर्ट की क्षमता 13 करोड़ तक हो सकती है। दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डीआईएएल) टी3 से टी1 तक अंतरराष्ट्रीय यात्रियों के सामान को हवाई मार्ग से सीधे ट्रांसफर करने का सफल ट्रायल (पीओसी) कर रहा, जिससे यात्रियों को सामान ढोना नहीं पड़ेगा। एजेसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 OCTOBER 2025

IndiGo expands network, starts London flights



New Delhi: Expanding its international network, IndiGo on Monday said it has commenced direct daily flights connecting Mumbai and London. The services will be operated with leased Boeing 787-9 Dreamliners, and the first flight took off from Mumbai on Sunday, the airline said. With a fleet of over 400 planes, the airline operates more than 2,200 daily flights. ❧



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 OCTOBER 2025

Four UP airports shut down during 2025 winter schedule

Our Bureau
New Delhi

Of the seven airports inaugurated in Uttar Pradesh last year, four have reportedly ceased operations during the winter schedule of 2025.

Sources cited factors such as low passenger demand and shortage of suitable aircraft as key reasons behind the suspension of operations at these newly-developed airports in the State.

Consequently, the development has prompted questions from netizens over infrastructure planning, airline engagement, and the effective utilisation of public

funds. According to the winter schedule 2025, effective from October 26, 2025, to March 28, 2026, out of 126 airports, operations from Aligarh, Moradabad, Chitrakoot and Shravasti in Uttar Pradesh have been suspended for the season.

Industry insiders told *businessline* that besides the four, operations have also been suspended from Bhavnagar, Ludhiana and Pakyong airports.

CEASED OPERATIONS.

In addition, social media users have reported that two more airports in Uttar Pradesh — Kushinagar and Azamgarh — too have ceased



Low passenger demand and shortage of suitable aircraft are key reasons behind the suspension of operations

operations. However, *businessline* was unable to independently verify these claims.

The expenditure on the airports reportedly ranged from ₹29 crore for Shravasti Airport to ₹260 crore for Kushinagar International Airport, while Chitrakoot Airport alone accounted for ₹146 crore.

KEY PILLARS

These projects were initially positioned as key pillars of Uttar Pradesh's regional connectivity drive.

"Operations depend on airlines deploying capacity to these airports. That is a commercial decision of the airline even within the UDAN scheme's parameters," a source explained.

The decision highlights

the limited control of the government in sustaining services once infrastructure has been created.

An official, requesting anonymity, added that weak passenger demand remains the primary challenge.

"Many of these airports can accommodate only turbo-prop or A1 category aircraft with five to 19 seats, and such aircraft are very few across the country," the official said.

FUTURE DEMAND

Furthermore, he pointed out that infrastructure creation is being undertaken to support future demand scenarios.

"The current focus is on ensuring infrastructure readiness for eventual traffic growth, as more than 1,700 aircraft are expected to join Indian airline fleets by 2035," he added.

UDAN SCHEME

At the policy level, the Ministry of Civil Aviation (MoCA) maintains that under the UDAN scheme, 649 routes have been operationalised, connecting 93 unserved and underserved airports, including 15 heliports and two water aerodromes. These operations have facilitated over 1.56 crore passengers through 3.23 lakh UDAN flights.



Corporate Communications Directorate

BUSINESS LINE

DELHI

28 OCTOBER 2025

‘Delhi airport can handle 130 m passengers annually’

Press Trust of India
New Delhi

Delhi airport can scale up its annual passenger handling capacity to up to 130 million as “efficiencies can thrive”, its CEO Vidh Kumar Jaipurkar has said.

The national capital’s Indira Gandhi International Airport (IGIA), also the country’s busiest, currently has the capacity to handle more than 100 million passengers annually.

In the year ended March 31, 2025, the airport had seen 79.3 million.

Jaipurkar, who is the CEO of DIAL, said the passenger numbers are expected to increase compared to the previous year but did not provide a particular range or estimate.

The airport, which started operating the refurbished Terminal 2 (T2) on October

26, has two more terminals — T1 and T3. International flights operate only from T3.

Jaipurkar said the current plan for the airport is to have an annual passenger handling capacity of 130 million.

“T1 is designed for 40 million (passengers per annum capacity). I think we can definitely stretch it by 3-4 per cent or 10 per cent more. Because we have always seen that efficiencies can thrive. So that will take it (capacity) to 44 million.”

AIRPORT CAPACITY

After inaugurating the refurbished T2 on Saturday, Civil Aviation Minister K Ram Mohan Naidu said the airport can have the capacity to handle up to 130 million passengers per annum.

Meanwhile, Jaipurkar said the airside transfer of baggage of international passengers from T3 to T1 has been successful.

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

28 OCTOBER 2025

DGCA flags repeat lapses in Akasa Air's audit

DEEPAK PATEL
New Delhi, 27 October

The Directorate General of Civil Aviation (DGCA) has flagged multiple issues in Akasa Air's audit, including "repetitive" procedural lapses, documentation gaps, and "persistent" systemic deficiencies across key flight safety and cabin operations domains.

The regulator communicated these findings to the airline through a notice issued on October 21 following a comprehensive surveillance review of the April-September data, *Business Standard* has learnt.

The notice pointed to "Level II" safety violations, which denote serious and repeated non-compliance that may not pose an immediate danger, but suggest deeper weaknesses in safety oversight and procedural discipline.

The regulator also said repeated lapses indicate "persistent systemic deficiencies" in cabin safety assurance, record-keeping, and compliance with Extended Diversion Time Operations (EDTO) rules, regulations that govern long-range flights where airports for emergency diversions are limited. Non-compliance with EDTO standards can

increase risk during in-flight emergencies on such routes.

When asked about this matter, Akasa Air spokesperson told the newspaper that the DGCA conducts "routine audits" across all airlines as part of its ongoing efforts to uphold aviation safety standards in India.

"Akasa Air always submits comprehensive responses to all observations raised within the prescribed timelines. Safety is of paramount importance to Akasa Air, and we remain committed to maintaining the highest levels of operational and safety excellence in line with all regulatory requirements," the spokesperson added.

According to the DGCA's assessment, Akasa's Cockpit Voice Recorder (CVR) checks were repeatedly being marked as "closed" without any analyst comments or evidence of corrective action. The CVR records the final two hours of cockpit conversation and audio warnings during a flight. Proper review of this data helps detect human errors or procedural lapses before they cause incidents. Failure to document such reviews weakens the airline's internal safety monitoring.

The regulator also found that inter-



nal audit findings were repeatedly not being closed on time, meaning known safety or procedural issues remained unresolved for long periods.

One of the major concerns highlighted by the DGCA was about the fact that not all staff had completed mandatory fatigue management training. Fatigue training is meant to help pilots and crew recognise signs of tiredness that could impair decision-making. Without it, there is a higher risk of human error, especially on long or irregular duty rosters.

Issues highlighted

- Serious and repeated non-compliance with safety regulations
- Internal audit findings were repeatedly not being closed on time
- Not all staff had completed mandatory fatigue management training
- Inconsistent manuals leading to confusion among staff
- Pre-departure briefings for flight crew were missing

The regulator further said Akasa's Safety Management System (SMS) manual, which defines how safety risks are identified, reported, and mitigated, was not in sync with manuals used by individual departments such as flight operations or engineering. Inconsistent manuals can lead to confusion and uneven implementation of safety rules across teams.

DGCA also highlighted that flight data from aircraft recorders was being accessed too broadly and that feedback from the Flight Operations Quality

Assurance (FOQA) programme was being closed without review by technical experts. FOQA data provides early warning signs of unsafe flying trends. Unrestricted access or premature closure of such feedback can compromise the accuracy of safety analysis.

The regulator also identified issues within Akasa's Flight Standards operations. It found that Load and Trim sheets, which certify that an aircraft's weight and balance are safe for flight, were often left unsigned by authorised personnel. Missing signatures mean there is no official verification that the aircraft was loaded correctly, which can affect performance during take-off and landing.

DGCA also observed that pre-departure briefings for flight crew were missing discussions about potential threats such as weather, runway conditions, or passenger issues.

The regulator has asked Akasa Air to conduct a Root Cause Analysis to identify why these problems persist and to prepare a Corrective Action Plan with defined timelines and responsibility. It also advised the airline to restrict access to sensitive flight data and conduct fatigue training for all flight crew members.

अकासा के ऑडिट में दिखी खामियां

दीपक पटेल

नई दिल्ली, 27 अक्टूबर

नागरिक विमानन महानिदेशालय (डीजीसीए) ने अप्रैल और सितंबर के बीच अकासा एयर के परिचालनगत अंकड़ों का बारीकी से विश्लेषण करने के बाद उड़ान सुरक्षा और केबिन संचालन के प्रमुख क्षेत्रों में 'बार-बार होने वाली' प्रक्रियात्मक खामियों, दस्तावेज संबंधी कमियों और 'लगातार' प्रणालीगत कमियों जैसे कई मुद्दों की चिन्तित किया है।

बिजनेस स्टैंडर्ड को मिली जानकारी के अनुसार नियामक ने अप्रैल-सितंबर के अंकड़ों की व्यापक निगरानी समीक्षा के बाद 21 अक्टूबर को जारी नोटिस के जरिये विमानन कंपनी को इन निष्कर्षों से अवगत कराया।

नोटिस में 'स्तर 2' के सुरक्षा उल्लंघनों की ओर इशारा किया गया है। ये उन गंभीर और बार-बार होने वाले गैर-अनुपालन को दर्शाते हैं, जो शायद तत्काल खतरा पैदा न करते हों, लेकिन सुरक्षा निगरानी और प्रक्रियागत अनुशासन में गहरी कमियों की ओर इशारा करते हैं।

इस मामले के बारे में पूछे जाने पर अकासा एयर के प्रवक्ता ने अखबार को बताया कि भारत में विमानन सुरक्षा मानकों को बनाए रखने के अपने निरंतर प्रयासों के तहत डीजीसीए सभी विमानन कंपनियों में 'नियमित ऑडिट' करता है। प्रवक्ता ने कहा, 'अकासा एयर हमेशा निर्धारित समय-सीमा के भीतर उठाई गई सभी टिप्पणियों पर व्यापक प्रतिक्रिया प्रस्तुत करती है। अकासा एयर के लिए सुरक्षा सर्वोपरि है और हम सभी नियामकीय आवश्यकताओं के अनुरूप परिचालन और सुरक्षा उत्कृष्टता के उच्चतम स्तर को बनाए रखने के लिए प्रतिबद्ध हैं।'

डीजीसीए के आकलन के अनुसार अकासा के कॉकपिट वॉचस रिकॉर्डर (सीवीआर) की जांच बार-बार बिना किसी विश्लेषक की टिप्पणी या सुधारात्मक कार्रवाई के साक्ष्य के 'बंद' के रूप में चिह्नित की जा रही थी। सीवीआर उड़ान के दौरान कॉकपिट में हुई बातचीत और ऑडियो चैतावनियों के अंतिम दो घंटों को रिकॉर्ड



डीजीसीए ने विमानन कंपनी अकासा एयर के ऑडिट में 'बार-बार व लगातार' वाली प्रक्रियागत खामियों को किया उजागर

करता है। इस डेटा की उचित समीक्षा मानवीय त्रुटियों या प्रक्रियात्मक खामियों का पता लगाने में मदद करती है, इससे पहले कि वे दुर्घटनाएं पैदा करें। ऐसी समीक्षाओं का दस्तावेजीकरण न करने से विमानन कंपनी की आंतरिक सुरक्षा निगरानी कमजोर होती है।

नियामक ने यह भी पाया कि आंतरिक ऑडिट के निष्कर्ष बार-बार समय पर बंद नहीं किए जा रहे थे, जिसका अर्थ है कि ज्ञात सुरक्षा या प्रक्रियात्मक मुद्दों लंबे समय तक अनसुलझे रहे।

डीजीसीए द्वारा उजागर की गई प्रमुख चिंताओं में से एक यह तथ्य था कि सभी कर्मचारियों ने अनिवार्य थकान प्रबंधन प्रशिक्षण पूरा नहीं किया था। थकान प्रशिक्षण का उद्देश्य पायलटों और चालक दल को थकान के उन लक्षणों को पहचानने में मदद करना है जो निर्णय लेने में बाधा डाल सकते हैं। इसके बिना, मानवीय भूल का जोखिम ज्यादा होता है, खास तौर पर लंबे या अनियमित ड्यूटी रोस्टर पर।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

27 OCTOBER 2025

Human-animal conflict: Khandre directs formation of task force

GUNDLUPET (CHAMARA-JANAGAR DIST), DHNS: Forest Minister Eshwar Khandre has instructed the officials to form a state-level wildlife-human conflict management task force comprising local representatives, NGOs, and environmental experts.

The minister held an emergency meeting with high-level officers following two tiger attack incidents, that claimed a life of the farmer and left another seriously injured in Saragur taluk, Mysuru district.

“The task force should create awareness among people in the villages near the forest about coexistence with animals and precautionary measures to be taken. Besides, the task force should act as a bridge between the authorities and the villagers,” he said.

The minister said that the authorities should follow

Standard Operating Procedures (SOP) during the rescue operation of wild animals such as tiger, leopard and elephant. Information on safety measures should be uploaded on social media.

A command centre will be established to send Whatsapp messages, he said. The minister directed the Chief Wildlife Warden to submit a proposal for tackle fencing, installation of solar wire fences, elephant trenches and chain link fencing for railway barricades. Frontline personnel should be appointed on outsourced basis. A report should be submitted within five days on the measures to control wildlife spreading from forest, the minister said.

He also assured that action will be taken after reviewing the report on the exploitation of King Cobra, in the name of research in Malnad region.

दावा • सुरक्षा की कीमत पर नियमों में बदलाव पायलटों की ड्यूटी बढ़ी, थकान के कारण हादसे का जोखिम बढ़ेगा

एम. शिवशंकराणी | नई दिल्ली

विमानन नियामक डीजीसीए ने हाल ही में बड़े 787 विमानों के लिए पायलटों की उड़ान ड्यूटी समय सीमा (एफडीटीएल) को 10 घंटे से बढ़ाकर 10.5 घंटे कर दिया है। कुल मार्व अर्थिंग (एफडीसी) को 15 से बढ़ाकर 14 घंटे कर दी है। पायलटों की संस्था ने इस फैसले पर खाली छोड़े किए हैं। उनका कहना है यह फैसला एयरलाइंस की सुविधा के सिवाय से लिया गया है। इससे धक्का का खतरा और जोखिम बढ़ जाएगा।

देश के पायलट संघन एएलआईए डीजिया ने डीजीसीए को लिखा था कि बड़े 787 के पायलट पहले से ही बड़े पीछे लड़कने की सुविधा खिंचने के कारण पर्याप्त विधाम नहीं कर पाते। अमेरिका की विमानन एजेंसी एफएए ने 2024 में एक आदेश जारी कर बड़े 787 की कैप्टन सीट को पूरी तरह पीछे लड़काने पर रोक लगाई थी। इसका अंतर यह हुआ कि सभी दूरी की उड़ान भरने वाले पायलटों को नीच में आराम करने का पर्याप्त अवसर नहीं मिलता। एएलआईए डीजिया का कहना है- जब विश्राम सीमित है, तो ड्यूटी घंटे बढ़ाना धक्का से जुड़ी गलतियों को न्यूनतम देना है। भारत को एफएए के निर्देश को ध्यान में रखते हुए

भास्कर एक्सप्लेनर

एयरलाइंस को फायदा: अंतरराष्ट्रीय स्तर पर तीन-पायलट कूल्हने से लागत बढ़ती है, जबकि दो-पायलट कू से 10.5 घंटे तक उड़ान की अनुमति मिलने से एक पूरा कू घंटे बचाने का फायदा होता है। दुर्घटना देहों में क्या हैं निष्कम: यूरोप में एयरलाइंस दो-पायलट वाली सभी उड़ानों के लिए 10 घंटे की सीमा रखती है। वहीं, अमेरिका में एफएए 10 घंटे से ज्यादा की उड़ानों पर तीन-पायलट कू को अनिवार्य करता है जबकि धक्का से जुड़ा खतरा न बढ़े।

एक्सपर्ट ल्यू

कैप्टन (रि.) प्रमिल सिंह, सेवटी गैटर्स

जब कूट कानून संभव है, फा सवाल है- क्या सुरक्षा मानकों का पालन हुआ? नोकूच एफडीटीएल नियम जैसे भी वैज्ञानिक सिद्धांतों के अनुकरण नहीं हैं। धक्का कोई धारणा नहीं, बल्कि एक वैज्ञानिक तथ्य है, और डीजीसीए को इसे अक्षरों में तौर पर भी कवरअंडरल नहीं करना चाहिए।

पायलटों की ड्यूटी अनिश्चित घटावी चाहिए थी, फा उलटा बढ़ा दिया। वहीं, डीजीसीए के अधिनियम सुनें का कहना है कि यह कवरअंडरल कुछ सुनिश्चित बड़े 787 उड़ानों के लिए अक्षरों में आंतरिक है। अधिनियम के हवाई क्षेत्र बंद होने के कारण टैरिटींग काला पड़ रहा है। यह विस्तार 26 अक्टूबर, 2025 से 31 मार्च 2026 तक ही वैध होगा।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

27 OCTOBER 2025

Flyer detained with 4.15 kg weed

Hyderabad: The Directorate of Revenue Intelligence (DRI) detained a woman passenger at the Rajiv Gandhi International Airport (RGIA) for carrying hydroponic weed from Bangkok and seized 4.15 kg of the narcotic from her. Based on specific intelligence, officers of DRI, Hyderabad, intercepted the passenger. During a search of her baggage, officials recovered packets containing greenish substance in lumpy form which tested positive for cannabis. It was reported that the woman was supposed to hand over the material after she exited from airport.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

27 OCTOBER 2025

2nd airport, reopening HAL facility to figure at B'luru civil aviation meet

Prepare state civil aviation dossier, ministry tells K'taka

BENGALURU, DHNS

Updates on Bengaluru's second international airport and the reopening of the HAL airport are to be discussed at the southern region ministers' conference on civil aviation in Bengaluru on October 30.

The conference, with a focus on innovation, connectivity and innovations, will see participation of representatives from Karnataka, AP, Kerala,

TN, Lakshadweep, Telangana and Puducherry.

It aims to bring together states/union territories, aviation stakeholders and industry leaders to focus on: Enhancing regional air connectivity, unlocking opportunities in greenfield airports, helicopters, small aircraft, seaplanes, drones, MRO sector and exploring new avenues for economic development via tourism, skill development and employment opportunities, says the invite from the Minister of Civil Aviation.

MRO refers to maintenance, repair and overhaul of aircraft.

Ahead of the conference, the state government has been instructed to prepare a state civil aviation dossier, highlighting

sectoral opportunities and growth areas in the state, key challenges and expectations from the ministry of civil aviation and areas of interest for one-on-one meetings with industry stakeholders.

"Some clarifications are required before the ministry shares the feasibility report (for second airport). Since land is to be provided by the state, a thorough check has to be done to ensure the project does not get stuck due to land issues. The nod from forest department is important. The issue of reopening HAL airport is also to be discussed," civil aviation ministry sources told *DH*, adding that CM Siddaramaiah was likely to speak at the meet.

"The ministry will likely ap-



The Airports Authority of India had conducted an on-site feasibility study of three locations proposed for Bengaluru's second airport in April this year. But the state government is yet to receive the report.

prove both the proposed locations. Post that, it is up to the state government to conduct its own study," he said.

The Airports Authority of

India had conducted an on-site feasibility study of three locations proposed for the second airport — two adjacent land parcels on Kanakapura Road

near Harohalli, of 4,800 acres and 5,000 acres, and a 5,200-acre area on Kunigal Road near Nelamangala—in April.

Despite AAI submitting its findings to the ministry on June 23, the report is yet to reach the state government.

Industries Minister M B Patil, who has been invited by Minister for Civil Aviation Rammohan Naidu for the conference, said Bengaluru's second airport was on top of the state's civil aviation dossier.

"We've provided all necessary details, documents and clarifications. There is no logical reason for the union ministry to delay the AAI report any further. If it is being delayed, they need to specify the reason," said Patil.

कोलकाता से चीन के ग्वांगझू हवाई अड्डे पहुंची सीधी उड़ान

बीजिंग, एएनआइ : कोलकाता से 176 यात्रियों को लेकर इंडिगो एयरलाइंस का विमान सोमवार सुबह चीन के ग्वांगझू बैयुन अंतरराष्ट्रीय हवाई अड्डे पर उतरा। इसके साथ ही पांच साल के अंतराल के बाद दोनों देशों के बीच सीधी व्यावसायिक उड़ानें फिर से शुरू हो गईं। भारत में चीनी दूतावास की प्रवक्ता वू जिंग ने एक्स पर यात्रियों का हार्दिक स्वागत किया। कहा, "27 अक्टूबर की सुबह इंडिगो एयरलाइंस की उड़ान 6ई1703 सुरक्षित के गुआंगझोउ पहुंच गई। चीन में आपका हार्दिक स्वागत है।"

इंडिगो का विमान रविवार रात 10:07 बजे कोलकाता हवाई अड्डे से रवाना हुआ था। इसका उद्देश्य



व्यापार, पर्यटन और जनसंपर्क को सुगम बनाना है। इंडिगो कोलकाता और ग्वांगझू के बीच प्रतिदिन नान-स्टाप उड़ानें संचालित करेगी। दिल्ली और ग्वांगझू के बीच अतिरिक्त उड़ानें 10 नवंबर से शुरू होंगी, जबकि शंघाई-दिल्ली मार्ग नौ नवंबर से हर हफ्ते तीन उड़ानों के साथ फिर से शुरू होगा। कोलकाता में चीनी उप महावाणिज्यदूत किन योंग ने सीधी उड़ानें पुनः शुरू होने को भारत-चीन संबंधों के लिए खास दिन बताया।

नोएडा एयरपोर्ट पर एयरोड्रोम लाइसेंस देने को डीजीसीए ने कराया फ्लाइट टेस्ट

जागरण संवाददाता जेवर : एशिया के सबसे बड़े एयरपोर्ट के रूप बनकर तैयार हुए नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर सोमवार से इंस्ट्रूमेंट लैंडिंग सिस्टम (आइएलएस) फ्लाइट टेस्टिंग दूसरी खर शुरू हो चुकी है। इससे पहले डीजीसीए और एयरपोर्ट अथॉरिटी आफ इंडिया ने बीते वर्ष नवंबर में भी छोटे विमानों से रडार व नेविगेशन की जांच पड़ताल की थी। सोमवार को दिनभर एजेंसी ने फ्लाइट टेस्ट के दौरान एयरपोर्ट पर सुरक्षा और नेविगेशन सिस्टम की जांच की। एयरपोर्ट के सभी उपकरण एजेंसी के मानकों पर खरे उतरे। एजेंसीका एयरपोर्ट को एयरोड्रोम लाइसेंस देने से पहले तीन दिन तक लगातार टेस्ट करेगी। बुधवार को विमान की रनवे पर लैंडिंग व टेकऑफ करते हुए रडार और नेविगेशन सिस्टम की पड़ताल होगी।

एयरपोर्ट अथॉरिटी आफ इंडिया एयरपोर्ट ने नोएडा इंटरनेशनल

एयरस्पेस और रूट पहले ही हो चुका है तब

नोएडा इंटरनेशनल एयरपोर्ट जेवर का एयर स्पेस दिल्ली इंदिरा गांधी



विमानों की टेकऑफ और लैंडिंग के लिए लगे उपकरण © जागरण

इंटरनेशनल एयरपोर्ट से दस मिनट की दूरी पर नौ दिसंबर को वॉलिक्रेशन फ्लाइट के समय तय किया जा चुका है। एयर स्पेस तय होने से दोनों एयरपोर्ट एक दूसरे के एयर स्पेस पर निर्भर नहीं रहेंगे। दोनों एयरपोर्ट से फ्लाइटस सेवाएं आने-आने एयर स्पेस से यात्रा कर सकेंगी।

एयरपोर्ट जेवर पर 27 अक्टूबर से रनवे का ट्रायल रन शुरू किया है। प्रतिदिन की जांच रिपोर्ट नागर विमानन निदेशालय (डीजीसीए) को भेजी जाएंगी। ट्रायल में बुधवार को इंडिगो, अकासा या एएआइ में से किसी एक के छोटे विमान को शामिल किया जाएगा। मुख्यमंत्री योगी आदित्यनाथ के एयरपोर्ट पर निर्माण कार्यों के निरीक्षण के बाद नवंबर के अंतिम या दिसंबर में एयरपोर्ट के द्यावसर्वाधिक संचालन

की तैयारियां तेज कर दी गई हैं। एयरपोर्ट का रनवे 3,900 मीटर लंबा है।

इस पर केट एक और केट तीन उपकरण स्थापित किए गए हैं, जो कोहरे में विमान की ऊंचाई व दृश्यता की जानकारी देते हैं। साथ ही इंस्ट्रूमेंट लैंडिंग सिस्टम (आइएलएस) को स्थापित भी किया जा चुका है। सोमवार को हुई जांच में जांच में रडार व नेविगेशन ठीक से काम करते मिले थे।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

27 OCTOBER 2025

भारत-चीन के बीच शुरू हुई सीधी विमान सेवा

नई दिल्ली, एएनआइ : भारत और चीन के बीच सीधी उड़ानें पांच साल के बाद आधिकारिक तौर पर फिर से शुरू हो गई हैं, जो दोनों पड़ोसी देशों के बीच सामान्य संबंधों को बहाल करने की दिशा में एक बड़ा कदम है। रविवार को भारत स्थित चीनी दूतावास के प्रवक्ता यू जिंग ने इस बात की पुष्टि करते हुए एक्स पर लिखा, "चीन और भारत के बीच सीधी उड़ानें अब एक वास्तविकता हैं।" कोलकाता से ग्वांगझू के लिए 176 यात्रियों को लेकर इंडिगो के विमान ने उड़ान भरी, जबकि शंघाई-नई दिल्ली मार्ग पर नौ नवंबर से हर हफ्ते तीन उड़ानें शुरू होंगी।

इस महीने की शुरुआत में भारतीय एयरलाइन इंडिगो ने घोषणा की थी कि वह कोविड-19 के कारण निलंबन के बाद दोनों देशों के

पांच साल बाद कोलकाता से रविवार को चीन के शहर ग्वांगझू के लिए 176 यात्रियों को लेकर विमान ने भरी उड़ान

बीच सेवाएं फिर से शुरू करने वाली पहली एयरलाइनों में से एक होगी। दो अक्टूबर को जारी एक विज्ञापित में एयरलाइन ने कहा था कि वह 26 अक्टूबर से एयरबस ए320नियो विमानों का उपयोग करके कोलकाता और ग्वांगझू के बीच दैनिक नानस्टॉप उड़ानें शुरू करेगी।

इंडिगो ने नियामक अनुमोदन मिलने के बाद दिल्ली और ग्वांगझू के बीच सीधी उड़ानें शुरू करके सेवा का विस्तार करने की योजना का भी उल्लेख किया था। एयरलाइन ने कहा था कि वे मार्ग भारत और चीन के बीच व्यापार

और पर्यटन संबंधों को फिर से बनाने में मदद करेंगे। 11 अक्टूबर को इंडिगो ने आधिकारिक तौर पर पुष्टि की कि दिल्ली और ग्वांगझू के बीच दैनिक सीधी उड़ानें 10 नवंबर से शुरू होंगी।

विदेश मंत्रालय ने भी इस महीने की शुरुआत में सीधी उड़ानों की बहाली की पुष्टि की थी। भारत और चीन के बीच उड़ानें जून, 2020 में कोविड-19 महामारी और गलबन घाटी में हुई झड़प के बाद से निलंबित थीं। तब से, नई दिल्ली और बीजिंग के बीच राजनयिक संबंध तनावपूर्ण रहे हैं। हालांकि, अक्टूबर, 2024 में दोनों पक्ष वास्तविक नियंत्रण रेखा पर पैट्रोलिंग (गश्त व्यवस्था) पर एक समझौते पर पहुंचे, जिसे तनाव कम करने की दिशा में एक महत्वपूर्ण कदम माना जा रहा है।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

27 OCTOBER 2025

नए शेड्यूल से आए और गए विमान

जासं, कानपुर: रविवार से उड़ानों का विंटर शेड्यूल शुरू हो गया। नए शेड्यूल में उड़ान के समय में बदलाव किया गया है। इसलिए विमान नए शेड्यूल के समय के हिसाब आए और गए। उड़ानों के दिनों में कोई परिवर्तन नहीं किया गया है। हैदराबाद की उड़ान की सुविधा सप्ताह में चार दिन

सोमवार, बुधवार, शुक्रवार और रविवार को मिलती रहेगी। बेंगलुरु के मंगलवार, गुरुवार और शनिवार उड़ान पहले की ही तरह रहेगी। दिल्ली और मुंबई के लिए हर रोज उड़ान भर सकेंगे। इंडिगो स्टेशन मैनेजर पंकज पांडेय ने बताया कि रविवार से उड़ानों का नया शेड्यूल लागू हो गया है।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

26 OCTOBER 2025

जोधपुर एयरपोर्ट पर आज से लागू होगा विंटर शेड्यूल आठ शहरों के लिए 15 उड़ाने होंगी संचालित

नवज्योति/जोधपुर। जोधपुर एयरपोर्ट पर रविवार 26 अक्टूबर से विंटर शेड्यूल लागू हो जाएगा। इसमें जोधपुर को तीन नए शहरों अहमदाबाद, इंदौर और जयपुर से जोड़ा गया है। अब जोधपुर से कुल आठ शहरों के लिए पंद्रह फ्लाइट्स संचालित होंगी।

जोधपुर से दिल्ली के लिए 3, मुंबई के लिए 4 और बेंगलुरु व हैदराबाद के लिए 2-2 फ्लाइट्स मिलेंगी। इनमें से 11 फ्लाइटें इंडिगो, तीन एयर इंडिया और एक एयर इंडिया एक्सप्रेस की होंगी। एयर इंडिया एक्सप्रेस को जोधपुर से यह पहली फ्लाइट होगी, जो बेंगलुरु के लिए रवना होगी।

किस शहर के लिए कितनी फ्लाइट: नई समय-सारणी के

अनुसार जोधपुर से मुंबई के लिए 4, दिल्ली के लिए 3, जबकि हैदराबाद और बेंगलुरु के लिए 2-2 फ्लाइट संचालित होंगी। इसके अलावा जयपुर, इंदौर और अहमदाबाद की उड़ानें भी फिर से शुरू की गई हैं।

अहमदाबाद-जोधपुर फ्लाइट आगे जयपुर जाएगी और वापसी में जोधपुर होकर पुनः अहमदाबाद लौटेंगी। जोधपुर-जयपुर रूट पर सप्ताह में 6 दिन उड़ान का संचालन रहेगा। इस बार के विंटर शेड्यूल में कोलकाता, चेन्नई और बेलगाम के लिए उड़ानों के पुनः शुरू होने की उम्मीद थी, लेकिन किसी भी एयरलाइन कंपनी ने इसमें रुचि नहीं दिखाई।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

26 OCTOBER 2025

नायडू ने दिल्ली हवाई अड्डे पर टर्मिनल-2 का किया उद्घाटन

एजेसी/नवज्योति, नई दिल्ली।
नागरिक उड्डयन मंत्री किज्जापू
राममोहन नायडू ने शनिवार को दिल्ली
के इंदिरा गांधी अंतरराष्ट्रीय हवाई
अड्डे पर आधुनिकीकृत और
पुनर्निर्मित टर्मिनल-2 का उद्घाटन
किया। इस टर्मिनल पर छह महीने
के अंतराल के बाद 25-26 अक्टूबर
की रात से उड़ानें दोबारा शुरू हो
रही हैं। इसे मरम्मत और
आधुनिकीकरण के लिए अग्रेल में
बंद कर दिया गया था। उद्घाटन के
समय पर नागरिक उड्डयन मंत्रालय,
नागरिक उड्डयन जूरो, भारतीय
विमानपत्तन प्राधिकरण (ए.आई.),
केंद्रीय औद्योगिक सुरक्षा बल और
दिल्ली अंतरराष्ट्रीय हवाई अड्डा
प्राधिकरण (डायल) के वरिष्ठ
अधिकारी मौजूद थे। हवाई अड्डे
का संचालन डायल करती है, जो

जीएमआर एयरपोर्ट्स लिमिटेड और
ए.आई. का संयुक्त उपक्रम है। श्री
नायडू ने इस मौके पर कहा कि केंद्र
सरकार देश के हवाई अड्डों को
तेजी से विश्व स्तरीय टर्मिनल हब
में बदल रही है। दिल्ली हवाई अड्डे
पर उत्तर भारत के 50 प्रतिशत यात्री
टर्मिनल है। दिल्ली एक लोकप्रिय
टर्मिनल हब बनकर उभर रहा है।
उन्होंने कहा कि 40 खाल पुराने
टर्मिनल-2 को आधुनिक बनाया गया
है और खदती मांग के अनुरूप इसकी
क्षमता बढ़ाई गयी है। वहां से यात्रा
करने वाले हर यात्री को एक अलग
अनुभव होगा। डायल ने बताया कि
नये सिरे से देवार टर्मिनल-2 पर
यात्रियों के लिए स्वयं बैगेज ड्रॉप
करने की सुविधा है, जिससे कतार
कम होगी और समय बचेगा। छह
नये कोर्टिन बिज लगाये गये हैं।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

28 OCTOBER 2025

PILOT REST RULES Airlines Get Breather on Key Clause

Civil aviation regulator softens night-duty hour limit ahead of rollout of rules

Arindam Majumder

New Delhi: The Directorate General of Civil Aviation (DGCA) has given more time for airlines to implement a key change in pilot rest rules that will come into effect on November 1, people in the know said.

Among other changes, the civil aviation regulator early last year amended the definition of "night" for pilot duty, extending the period by an hour: from midnight to 6 AM instead of midnight to 5 AM. The regulator also capped the number of landings a pilot can do to two during this period, besides limiting the duty period to 10 hours.

The DGCA has now allowed pilots to do three landings if the duty period falls between 12 AM and 1:55 AM or 5 AM and 6 AM, but mandated that they should be rested for a period which is double that of duty hours while operating such flights, the people said.

Operating during night hours especially during 2-6 AM is more fatigue-inducing for pilots as the body's clock cycle is at its lowest in terms of alertness.

People aware of the development said the extension was given for six months for smooth implementation. "Airlines cited operational constraints. So a relaxation was allowed, but it has been mandated that pilots get more rest if they fly

up with the new rules followed complaints from several pilots stating they were being stretched by airlines as the existing regulations were leading to chronic fatigue, leading to concerns on aviation safety. In 2023, an IndiGo pilot died due to a sudden cardiac arrest at the Nagpur airport minutes before operating a flight.

The rules were to be implemented from July 1 this year as per the initial schedule. Airlines have managed to get the implementation postponed first to November 1 and now by another six months.

Airlines said they now expect to implement the changes without any significant disruptions.

"We have an adequate number of pilots to meet the increased requirements in the immediate future. However, we will continue to review pilot staffing based on our ongoing expansion of fleet and network," an Air India spokesperson said.

Airline executives, speaking on the condition of anonymity, said the requirement of pilots will increase significantly as the carriers fasten the pace of induction of new planes starting the middle of next year.

"Right now there will be no disruptions as many aircraft are grounded, but it will significantly increase the cost structure as airlines will have to increase crew strength by 3-10%," an executive said.

Driving the Delay

Airlines cite crew shortages and fleet expansion

Some planes still grounded, offering short-term relief

Higher costs ahead: Crew strength may need to rise 3-10%

Transition to **Fatigue Risk Management System (FRMS)** under discussion

Timeline

Jan 2023: DGCA amends rest and night-duty definitions

July 2024: Original implementation deadline

Nov 2024: First extension granted



more during the night hours," said a government official.

The DGCA did not respond to queries. The regulator's efforts to come



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

27 OCTOBER 2025

Airports inaugurated, flights vanished : UP's aviation reality

UP State Bureau

LUCKNOW

Seven airports in Uttar Pradesh, inaugurated amid much fanfare, have stopped operating passenger flights, some without ever truly taking off. Data reveals that six domestic airports and one international airport launched by the Prime Minister over the past four years are now non-functional, despite heavy public investment.

The most recent example is the Chitrakoot Airport, inaugurated virtually by the PM on March 10, 2024, just before the Lok Sabha elections. Initially, flights operated four days a week between Chitrakoot and Lucknow but were discontinued within four months. Officials claim "operational



Crores spent, but terminals stand idle

issues and low visibility" as reasons for suspension, though staff continue to report to duty daily.

Similarly, Kushinagar International Airport, opened in 2021 with a promise to link Buddhist tourism circuits globally, hasn't seen a single international flight. The airport handled a few domestic oper-

ations briefly before shutting down. Officials cite delays in installing the Instrument Landing System (ILS) and low passenger turnout as key challenges.

Airports in Azamgarh, Aligarh, Muradabad, and Sitabdi have faced a similar fate. Each began with limited domestic routes, primarily to Lucknow, before airlines withdrew due to low passenger demand. In Saharanpur, flights never took off despite an official inauguration in October 2024.

Experts point out a planning flaw: many of these new airports lie within 100-150 km of operational hubs like Lucknow, Varanasi, Prayagraj, and Gorakhpur. With better road connectivity and lower travel costs, passengers have little incentive to fly.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

27 OCTOBER 2025

TVM Airport boosts operations

HD Bureau
THIRUVANANTHAPURAM

The Thiruvananthapuram International Airport is set to increase its flight operations by 22% during the upcoming winter schedule, slated to run until March 28, 2026. This marks a significant rise in the airport's air traffic movements, with weekly flights expected to surge to 732, compared to 600 under the current summer schedule. The uptick in operations is seen as a response to growing demand for both domestic and international connections.

Corporate Communications Directorate

GREATER KASHMIR

SRINAGAR

26 OCTOBER 2025

Airlines reduce winter flights to Srinagar from 50-60 to 39

Schedule applicable from Oct 26, 2025, to March 28, 2026



Saqib Malik
Srinagar, Oct 25

While the air traveller influx to Srinagar has witnessed a considerable dip since the Pahalgam attack, there seems to be no signs of recovery.

As per the winter schedule, which is prepared by the airlines and issued by the aviation regulator Director General of Civil Aviation (DGCA), as many as 39 daily flights would operate from various destinations to Srinagar and back.

These flights have been scheduled in the winter schedule, which



The only international flight from the Srinagar Airport, apart from the annual Hajj flights, was the SpiceJet Srinagar-Dubai flight.

There was direct connectivity to Bhubaneswar, Dehradun, Ahmedabad, and Bengaluru earlier, which was stopped, but now we are trying to resume these flights

is effective between October 26 and March 28 next year.

The number of flights, which the airlines have slotted for Srinagar this winter, is much less in number compared to almost 50 to 60 flights that were operating during the last winter schedule to Srinagar.

In this year's winter schedule, a copy of which is with Greater Kashmir, in terms of airline-wise flights, IndiGo would be operating the maximum 22 flights to the summer capital of J&K.

Air India Express has slotted six flights, while Air India has five, and

SpiceJet has listed four flights to Srinagar, all of which would operate between Delhi and Srinagar.

Air Akasa would have two flights operating to Srinagar International Airport as per the winter schedule.

Director Srinagar International Airport, Javed Anjum, recently told Greater Kashmir that the flights of various airlines are quite less due to a low demand for travel between Srinagar and various destinations. However, the Director Airport said there are efforts to add flights for

» See **Airlines** on Pg-08

Airlines reduce...

move destinations, which were discontinued due to less demand.

"There was direct connectivity to Bhubaneswar, Dehradun, Ahmedabad, and Bengaluru earlier, which was stopped, but now we are trying to resume these flights," Anjum said.

The only international flight from the Srinagar Airport, apart from the annual Hajj flights, was the SpiceJet Srinagar-Dubai flight.

The drop in demand in this sector had led to the discontinuation of this flight.

The Srinagar Airport witnesses a lot of flight cancellations during the winter months, led by poor visibility, especially during December and January.

However, the upgraded landing system on the runway at Srinagar Airport has been unable to witness completion.



Corporate Communications Directorate

HINDUSTAN

DELHI

28 OCTOBER 2025

दुबई जा रहा विमान चेन्नई में उतारना पड़ा

चेन्नई। मदुरै से सोमवार को दुबई के लिए रवाना हुए रपाइसजेट के एक को तकनीकी समस्या के बाद चेन्नई में उतारा गया। कंपनी प्रवक्ता ने बत तकनीकी समस्या का पता यात्रा के दौरान चला। 160 यात्रियों को लेकर विमान सुरक्षित रूप से चेन्नई हवाईअड्डे पर उतार लिया गया। उन्होंने बत इसकी आपातकालीन लैंडिंग नहीं करानी पड़ी।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

28 OCTOBER 2025

UPSC selects 42 for DGCA posts in attempt to ease staffing crunch

**Neha LM Tripathi and
Prawesh Lama**

letters@hindustantimes.com

NEW DELHI: The Union Public Service Commission (UPSC) has selected 42 candidates for appointment as Assistant Directors (AD) of operations in the aviation regulator, the Directorate General of Civil Aviation (DGCA), in a large scale recruitment in four years, people familiar with the matter said, adding that the candidates will start working by the end of November.

The appointments are expected to strengthen India's aviation safety oversight, and come months after Hindustan Times reported DGCA's staffing crunch on 19 July. On July 21, civil aviation minister Ram

Mohan Naidu told Parliament that DGCA would recruit 190 people by the end of October.

The recommendations were made against 51 advertised vacancies, according to the final list published by the UPSC on October 15.

According to documents reviewed by HT, until June this year, 48% of DGCA's 1,063 technical posts were vacant. The vacancies included 400 posts sanctioned and added in 2022. Some of the vacancies were in key areas: for instance, there were six posts of deputy director general vacant in the airworthiness section, six more in operations, and two in air safety.

The people cited in the first instance said the new appointments are expected to signifi-

cantly augment DGCA's technical strength, particularly at a time when air traffic movements and fleet sizes are expanding rapidly.

"This large scale recruitment in four years will help ease operational pressure," said a ministry official who asked not to be named.

The ADs will be placed in "all technical departments barring the department of airworthiness, thus proving to be a major relief to the short staffed DGCA," a second government official said, also asking not to be named.

A third official who spoke on condition of anonymity said the appointments were "the first of many coming" and claimed "around 150 appointments are likely in November".



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

28 OCTOBER 2025

{ **COUNTDOWN** } OFFICIALS TOLD TO FINISH FINAL TOUCHES IN 15 DAYS

Noida Airport awaits clean-up, DGCA nod

Vinod Rajput

hinreporters@hindustantimes.com

GREATER NOIDA: Two final tasks stand between the Noida International Airport at Jewar and its long-awaited opening to the public, officials said on Monday. The first involves clearing leftover construction material from roads and open spaces. The second is obtaining the aerodrome licence from the Directorate General of Civil Aviation (DGCA), a mandatory requirement for all commercial airports.

According to senior officials of Noida International Airport Ltd (NIAL) – the Uttar Pradesh government body overseeing the project – the concessionaire Yamuna International Airport Pvt Ltd has been instructed to complete the remaining work “within 15 days” before the final inauguration date is finalised.

“The project is almost ready. What remains are the final cleaning and beautification works typical of any large infrastructure project,” said NIAL nodal officer Shalendra Bhatia.

“The landscaping, finishing horticulture work, painting, cleaning every nook and corner inside the terminal and other buildings. Most importantly, the construction material needs to be cleared from the roads and other spaces in and around the project before the key date that is yet to be fixed,” he said.

UP chief minister Yogi Adityanath, who reviewed progress at the site on Saturday, instructed officials to ensure the airport is fully ready within two weeks. Following his visit, NIAL reiterated its directive to YIAPL.

In September, the airport cleared a major hurdle by securing security clearance for its airside infrastructure from the Bureau of Civil Aviation Security (BCAS), marking a significant step toward operational readiness.

The next crucial milestone, officials said, is the DGCA’s aerodrome licence, which will be granted after testing and trial runs are completed.

DGCA officials said they conducted the aerodrome licensing inspection between September

22 and 25 to verify the airport’s compliance with civil aviation requirements (CAIR).

“In the inspections, a total of 38 observations were raised. YIAPL has submitted action taken reports (ATRs) for approximately 20 observations, and given probable dates of completion for the remaining items as October 29, and November 7,” a government official privy to the developments told HT.

“Upon submission of compliance for the pending observations, DGCA will carry out a validation inspection to verify closure of all findings,” he added.

A second government official said, “BCAS has issued security vetting for cargo terminals, however security vetting of passenger terminal building is under process.”

Once operational, the airport is expected to ease congestion at Delhi’s Indira Gandhi International Airport and emerge as a major aviation hub for northern India.

With inputs from Neha LM Tripathi



Corporate Communications Directorate

THE PIONEER

DELHI

28 OCTOBER 2025

From conflict to connection: India, China direct flights hit skies again

KUSHAN MITRA • New Delhi

When IndiGo flight 6E-1703 lifted off from Kolkata's Netaji Subhash Chandra Bose International Airport at 10pm on Sunday, October 26, it appeared at first to be just another of IndiGo's 2,200 daily departures. Yet this particular flight made history — it marked the first direct commercial service between India and the People's Republic of China in almost five years.

The Airbus A320neo aircraft, flying from Kolkata to Guangzhou, was packed with 176 passengers, signaling the strong pent-up demand for travel between the two Asian giants. Regular air connectivity between India and China

had been suspended since early 2020. The Covid-19 pandemic had initially grounded flights across the globe, but it was the deadly clash in the Galwan Valley in June 2020 that pushed Sino-Indian relations to their lowest point in decades.

While cargo flights continued due to robust bilateral trade — which still totals over \$115 billion annually — passenger routes vanished, forcing thousands of travelers to take costly detours through Hong Kong, Bangkok or Singapore. To put the impact in perspective, over 2,500 direct flights connected the two countries in 2019, operated by airlines such as Air India, IndiGo, China Southern and China Eastern.



Passengers arriving at the Kolkata airport to board the flight from Kolkata to Guangzhou on Sunday

Interestingly, the thaw in relations that allowed flights to resume has been linked indirectly to global diplomatic shifts. The recent cooling of India-US relations under President Donald Trump's administration — which introduced trade barriers and tariffs on Indian goods — prompted New Delhi to recalibrate its foreign policy. This culminated in a rare meeting between Prime Minister Narendra Modi and Chinese President Xi Jinping in Tianjin two months ago. Among the outcomes of the talks was a decision to reopen the skies, symbolising a cautious normalisation of ties.

Following the success of the Kolkata-Guangzhou route, IndiGo has already

announced a new Delhi-Guangzhou service starting in early November. China Eastern Airlines plans to reintroduce direct flights between Shanghai and Delhi, while Air India is expected to reinstate its Beijing and Shanghai connections by the end of this year. Industry insiders suggest more routes are likely to follow, linking major business hubs such as Mumbai, Chennai, Shenzhen and Kunming.

Aviation experts point out that the delay in fully restoring connectivity is not due to a lack of demand but rather a shortage of aircraft and spare parts — challenges that have affected global airlines since the pandemic disrupted supply chains.

Jewar airport to be hub of digital connectivity

PIONEER NEWS SERVICE
in Lucknow

The Jewar International Airport is set to establish a new benchmark in digital infrastructure in Uttar Pradesh. Built in alignment with Chief Minister Yogi Adityanath's vision, this airport is ready to begin operations soon. It will not only be the most modern airport in the country but also a hub of digital connectivity equipped with future-ready technology systems.

The airport will feature a dual-fibre optic network to ensure seamless, secure data connectivity. Two independent data centres are being established at different locations. The entire airport infrastructure will be connected through an integrated network. A video surveillance system is being installed across the airport campus. Jewar International Airport is set to become not just a gateway for flights but a symbol of a new era in digital infrastructure.

Unlike traditional airports, Jewar International Airport is



being developed as a fully smart, future-ready digital network. The facility will feature dual-fibre optic connectivity with two independent networks, ensuring uninterrupted data flow even in the event of a technical glitch.

Two separate data centres, located at different sites, will serve as the airport's digital backbone.

All systems, from terminal operations to runway management, parking and security will be linked through a unified digital network. Every activity, movement and information flow will be monitored and controlled in real time. Adding an extra layer of safety, a state-of-the-

art video surveillance system will cover every corner of the airport. Licence plate recognition and driver imaging cameras installed on entry and exit routes will enable smart vehicle tracking, enhancing both security and passenger convenience.

In line with Chief Minister Yogi Adityanath's digital vision, three major digital control hubs have been developed at the airport. The first is the Airport Operations Centre (AOC), which will act as the brain of the entire airport, controlling all activities in real time. The second is the Security Operations Control Centre (SOCC), which will maintain constant vigilance over

airport security. The third is the Airport Emergency Operations Centre (AEOC), which ensures an immediate response in any emergency.

At the digital connectivity level, Jewar International Airport has been designed to ensure seamless wireless network coverage across the entire premises, including the runway and remote stands. The airport will also feature smart digital access and real-time information systems, providing instant updates and connectivity for both passengers and staff.

The airport is being developed as a technology-driven infrastructure that will not only meet current needs but also support future artificial intelligence-based security and automated operations systems. This project will make Uttar Pradesh a major hub in the digital aviation network. The Jewar airport will not only take the state's connectivity to new heights but will also strengthen India's reputation for technological excellence, security and efficiency.



Corporate Communications Directorate

THE PIONEER

DELHI

28 OCTOBER 2025

IGIA can increase annual passenger handling capacity

PIONEER NEWS SERVICE
in New Delhi

Delhi airport can scale up its annual passenger handling capacity to up to 130 million as "efficiencies can thrive", its CEO Vireh Kumar Jaipuria has said.

The national Capital's Indra Gandhi International Airport (IGIA), also the country's busiest airport, currently has the capacity to handle more than 100 million passengers annually. In the year ended March 31, 2025, the airport had seen 79.3 million.

Jaipuria, who is the CEO of DIAL, said the passenger numbers are expected to increase compared to the previous year but did not provide a particular range or estimate. The airport, which started operating the refurbished Terminal 2 (T2) on October 26, has two more terminals — T1 and T3. International flights operate only from T3. Jaipuria said the current plan for the airport is to have an annual passenger handling capacity of 130 million.

"T1 is designed for 40

million (passengers per annum capacity). I think we can definitely stretch it by 3-4 per cent or 10 per cent more. Because we have always seen that efficiencies can thrive. So that will take it (capacity) to 44 million.

"At T3, we are already doing 51 million (passengers). It (T3) was designed for 34 million (passengers)," he told PTI in an interview.

Besides, the piers at T3 will help add capacity of at least 10-12 million passengers per annum, he said and added that the capacity of the refurbished T2 is 15 million. After inaugurating the refurbished T2 on Saturday, Civil Aviation Minister K Ram Mohan Naidu said the airport can have the capacity to handle up to 130 million passengers per annum.

Meanwhile, Jaipuria said the airside transfer of baggage of international passengers from T3 to T1 has been successful.

"We are currently doing a PoC (Proof of Concept) and it is successful. Hopefully, that will get approved by all the concerned people," he said.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

27 OCTOBER 2025

Direct flights between Kolkata and Guangzhou resume after five-year gap

STATESMAN NEWS SERVICE
Kolkata, 26 October

After a hiatus of more than four years, direct air connectivity between Kolkata and China's Guangzhou city resumed on Sunday night, marking a significant step in reviving cross-border travel and trade links between the two countries.

The first IndiGo flight took off from the Netaji Subhas Chandra Bose International (NSCBI) Airport with 176 passengers tonight following a ceremonial lamp lighting attended by a passenger, airport officials, and airline representatives.

Chinese Deputy Consul General in Kolkata, Qin Yong, who attended, hailed the

resumption of direct flights between India and China through the Kolkata and Guangzhou city route as a "very important day" for India-China relations.

"After five years of suspension, it is a very big improvement for the bilateral relations. We expected this for a long time, and it is very important for our bilateral relations," Qin Yong told a news agency at the airport.

Direct flights between Kolkata and Guangzhou were operational until early 2020 but were suspended following the outbreak of the Covid-19 pandemic. The prolonged suspension continued in the wake of heightened tensions

along the eastern Ladakh border, which had impacted bilateral exchanges across various sectors. Now, with diplomatic and commercial engagement between India and China showing gradual improvement, the services are being restored.

Private carrier IndiGo earlier announced the resumption of its Kolkata-Guangzhou route, with daily non-stop flights starting 26 October. "This is a positive development that will strengthen trade and tourism ties between eastern India and southern China," said an official at the Kolkata airport.

IndiGo's decision to revive the route comes amid renewed efforts to enhance connectivity

between key Asian cities. The airline, which had earlier suspended its China operations due to pandemic restrictions, has expressed optimism about the route's prospects, citing a steady rise in passenger demand and cargo movement.

Industry observers believe the resumption of flights will particularly benefit traders and business travellers from eastern India, many of whom rely on Guangzhou - a major manufacturing and commercial hub - for sourcing goods and maintaining supply chains. The direct flight is also expected to provide a boost to people-to-people exchanges and facilitate smoother movement for students and professionals.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

27 OCTOBER 2025

Delhi Airport's future-ready Terminal 2 is set to reopen:

New Delhi: Delhi International Airport Limited (DIAL), a GMR Aero-Led consortium, today announced the reopening of upgraded Terminal 2 (T2) of Delhi's Indira Gandhi International (IGI) airport, which will become operational from the interim night of 25-26 Oct, an official statement said. Speaking at the ceremony, Kinjarapu Rammohan Naidu, Minister for Civil Aviation, said, "Under the globally acknowledged and nation-wide respected leadership of Prime Minister Narendra Modi, we are developing and transforming our airports into world-class transit hubs at an unprecedented pace. Handling nearly 50 pc of the northern region's total passenger traffic and managing nearly 50,000 transfers every day, Delhi is emerging as a preferred transfer hub."



Corporate Communications Directorate

THE STATESMAN

KOLKATA

27 OCTOBER 2025

Agartala gets direct flights to Bagdogra, Silchar

AGARTALA
Agartala, 26 October

Direct flight services connecting Agartala with Bagdogra in West Bengal will begin on Sunday evening, while a connectivity between Agartala and Silchar in southern Assam will resume on 28 October after nearly three decades, officials said.

Assistant General Manager of the Airports Authority of India (AAI), Agartala, S. Ilakshy Debnath, said that Air India Express will commence its Agartala-Bagdogra service on Sunday evening from the Maitreyee (in Kolkata) (MTR) Airport in Agartala.

Bagdogra Airport, located in Siliguri in North Bengal, is about 60 km from the popular tourist destination of Darjeeling. He said that flight services between Agartala and Silchar will begin from 28 October, operating twice a week every Tuesday and Friday.

The route will be operated by IndiGo, marking the resumption of air services between the two North-eastern cities after almost 30 years.

With the addition of Agartala, it will now have direct air connectivity with 14 states across the country. At present, the airport is also connected by air to Kolkata, Delhi, Imphal, Bhubaneswar, Hyderabad, Bhubaneswar, Guwahati, and Chennai.

According to AAI officials, Agartala-MTR airports are the 30th in the country in terms of the customer satisfaction index among all airports in India.

Currently, 15 to 16 flights operate daily, handling around 4,000 to 5,000 passengers per day.

The newly-constructed terminal building at the MTR Airport with a built-up area of 30,000 sq metres, has been designed to handle both domestic and international passengers simultaneously during peak hours.



Corporate Communications Directorate

THE STATESMAN

DELHI

28 OCTOBER 2025

IndiGo launches first direct Mumbai-London Heathrow flight:

Mumbai: IndiGo, India's largest airline, operated its inaugural non-stop flight between Mumbai and London Heathrow, marking a major milestone in the carrier's global expansion strategy. The daily service, operated with IndiGo's Boeing 787-9 Dreamliner, features a dual-class



configuration - standard Economy and IndiGoStretch, the airline's customised business-class product. Heathrow, one of the world's busiest airports, is considered a key gateway for international airlines. IndiGo's new route connects two of the world's major financial hubs, strengthening ties between India and the United Kingdom.



Corporate Communications Directorate

THE STATESMAN

DELHI

28 OCTOBER 2025

NHAI chief assures Punjab of airport connectivity

STATESMAN NEWS SERVICE
Chandigarh, 27 October

Cabinet Minister Sanjeev Arora on Monday held a comprehensive meeting with Santosh Kumar Yadav, Chairman of the National Highways Authority of India (NHAI), who was accompanied by the DGM (Technical) and other officials of the NHAI, to review progress in the projects across Punjab and resolve pending infrastructure issues.

Arora began by underlining urgent need to develop approximately three-kilometre approach area near Adampur Airport, pointing out that this stretch falls under the jurisdiction of the Ministry of Road Transport

& Highways (MoRTH) and it must be taken up by NHAI immediately to ensure safe and efficient airport connectivity.

The Ludhiana-Ropar highway project was also a major focus of discussion. The minister noted significant delays in execution and stressed that the project be re-tendered and fast-tracked so that long-pending works can be completed without further slippage.

Arora promised to help in getting soil filling for projects as per Punjab government's Mining Policy. On the NHLML parking project, he highlighted bureaucratic delays that have held up the tender and construction. The NHAI chairman responded by

immediately directing concerned officials of the NHLML to grant necessary approvals so work can commence at the earliest.

Expressing concern over the slow progress of the Ludhiana cycle track, the minister urged stronger supervision and direct intervention by the Regional Office (RO) Punjab to ensure NHAI's pilot project is completed on schedule for the benefit of commuters and cyclists.

The meeting also addressed recurring fund-release and portal issues affecting the Delhi-Katra highway, with Minister Arora emphasizing that technical problems on the central funds portal are stalling work and causing

financial uncertainties; the Chairman instructed the RO Punjab to resolve all portal-related issues promptly and ensure uninterrupted fund flows.

A detailed review was held on the Jalandhar-Amritsar highway, where both officials discussed outstanding works regarding repairs and agreed on accelerated action plans to clear pending items and improve traffic flow and safety.

With commercial operations set to commence at Halwara Airport shortly, Minister Arora stressed the importance of robust road connectivity to airport to serve transportation needs of the entire Malwa region; NHAI assured coordinated planning to prioritize approaches and access roads.

Pilot concern over duty-hour extension

AMIYA KUMAR
KUSHWAHA

New Delhi: A pilots' group on Sunday urged the aviation regulator to immediately withdraw its decision to extend flight duty hours for two-pilot Boeing 787 operations, saying flying long routes with restricted rest capability increased chances of fatigue-induced errors.

Mentioning the Air India Dreamliner flight crash in Ahmedabad, the Airline Pilots' Association of India (ALPA India) underlined that extending duty hours instead of mandating additional crew raised serious questions about prioritising flight safety over operational costs and convenience.

The Directorate General of Civil Aviation (DGCA) has recently decided to extend the

flight duty time limit (FDTL) for Boeing 787 two-man crew operations from 10 hours to 10.30 hours, and 13 hours of flight duty period (FDP) to 14 hours.

The pilots' association called the decision unjustified and dangerously inconsistent with global safety practices.

"Operating long routes with restricted rest capability, compounded by adverse weather and night operations, creates a scenario ripe for fatigue-induced errors," ALPA India said, citing that fatigue remained a major factor in numerous aviation accidents worldwide.

The pilot association requested the regulator to immediately withdraw the FDTL extension for two-pilot 787 operations and mandate augmented crew (3-man operations) for all flights exceeding eight hours



Wreckage of the Air India plane that crashed in Ahmedabad on June 12 soon after take-off. File picture

or operating through the window of circadian low (WOCL) until the Federal Aviation Administration (FAA) airworthiness directive mandating restriction of the captain's seat recline function was modified.

WOCL is the period between 2am and 6am when human alertness is at its lowest,

The FAA's airworthiness directive mandates restrictions of the captain's seat recline function on the Boeing 787 because of safety concerns. This restriction has had a direct and severe impact on crew rest quality during flight, ALPA India said. The inability to recline the seat significantly

reduces the effectiveness of in-flight rest, particularly on long routes, it added.

The pilots' group demanded that the aviation watchdog undertake a comprehensive fatigue risk assessment in consultation with flight crew representatives before approving any further deviation from established limits.

"This issue strikes at the heart of flight safety. The recent regulatory action, if left unaddressed, exposes not only the operating crew but also passengers and the travelling public to unnecessary and preventable risk," ALPA India said.

The association sought the DGCA's urgent intervention in the interest of operational safety, regulatory integrity and the welfare of the pilots who shouldered the ultimate responsibility for flight safety.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

27 OCTOBER 2025



CHINA LINK: The inaugural flight to Guangzhou, China, departed at 10.07pm (above) from Calcutta airport on Sunday night, carrying 176 passengers, according to officials. The daily direct flight is being operated by IndiGo. This event was celebrated with a short ceremony (left) at the airport, during which one of the passengers lit the ceremonial lamp. P.R. Beuria, the director of NSCI Airport, along with officials from the Airports Authority of India (AAI) and IndiGo, attended the event. Beuria stated that the reestablishment of this direct route would not only enhance business and tourism connections but also offer increased convenience for passengers traveling between the two cities. The flight is scheduled to depart from Calcutta daily at 10pm and will take 3 hours and 35 minutes to arrive in Guangzhou, said officials.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

27 OCTOBER 2025

Kol calling Guangzhou: After 5 yrs, 1st direct flight to China

Tamoghna Banerjee & Mayukh Sengupta | TNN

Kolkata: Monica Liu lives and breathes Beijing, the 'Tan-gra-style' Chinese restaurant that is the beating heart of weekends in Kolkata's Chinatown. But on Sunday night, Guangzhou was on her mind. For the first time in five years, she was on a direct flight from the city she calls home to the country of her ancestors.

Liu was among the first of 176 passengers to board IndiGo's resurrected Kolkata-Guangzhou flight that bridged the gap in direct air connectivity between India and China, triggered by Covid pandemic and extended by the diplomatic frost following border clashes in 2020.

For someone who once travelled frequently between the two countries to visit relatives, the wait felt longer than five years for Liu. "I am flying to meet some of my relatives back in China. I was a frequent flyer between Kolkata and China prior to Covid. Now that direct connectivity is back, I wish to resume regular travel," she said.

The Airbus A320 Neo departed at 10pm, just over a fortnight ahead of IndiGo starting its Delhi-Guangzhou service on Nov 10. China



More than 40 flights once linked Indian metros with Shanghai, Guangzhou and Kunming. All were suspended in 2020

Eastern Airlines is scheduled to resume its Shanghai-Delhi flight a day earlier.

More than 40 weekly flights once linked Indian metros with Shanghai, Guangzhou and Kunming. All were suspended in 2020. Union govt's decision to reopen tourist visas for Chinese nationals paved the way for flights to resume, with Delhi and Beijing agreeing in principle to restore air services during foreign secretary Vikram Misri's trip in Jan.

PM Narendra Modi's visit to China in late-Aug, his first in seven years, saw him and Chinese President Xi Jinping stress that the two countries should be seen as partners in development rather than competitors. [Activate](#)

For Arjun Gupta, a New Town businessman running a restaurant and electronics unit in China, resumption of direct flights translates into saving time and money. "Past five years, we were forced to take a detour via Delhi and Bangkok to reach China. It was not only tiring but also extremely costly. I had to limit my travels. This direct flight takes only three-and-a-half hours and is also considerably cheaper."

Pinal Gandhi flew in from Ahmedabad just to catch the inaugural flight. "This is the best thing that could have happened to my business in recent weeks. I have to travel frequently to China because of a business expansion."

IndiGo chief executive Pieter Elbers said, "This will once again allow seamless movement of people, goods and ideas, while also strengthening bilateral ties between two of the world's most populous countries and fast-growing economies. With this very important step, we are looking at introducing more direct flights to China."

Kolkata airport director Pravat Ranjan Beuria and many senior IndiGo officials attended a ceremony before departure, where Liu lit a ceremonial lamp.

Corporate Communications Directorate

THE TRIBUNE

GURUGRAM

28 OCTOBER 2025

To plug safety gaps, DGCA orders tamper-proof ATC log books

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, OCTOBER 27

With the civil aviation sector battling staff shortages, rising traffic and mounting operational stress, the Directorate General of Civil Aviation (DGCA) has stepped in to tighten control over one of the most critical aspects of aviation safety — record keeping inside air traffic control (ATC) towers.

In a first such measure, the regulator has ordered that every ATC unit must main-

tain tamper-proof, standardised log books under strict supervision, ensuring that each instruction, communication or incident is accurately recorded and traceable.

The move, officials say, is aimed at restoring accountability and discipline in an overstretched system where even minor procedural lapses can have serious consequences.

A DGCA circular issued recently mandates that ATIS unit log books are maintained in a correct and uni-



Record-keeping norms tightened to ensure traceability of air operations

form format. "The log books form an essential part of evidence required during a safe-

ty investigation," states the circular, which comes nearly four months after the Air India crash involving a Boeing 787 Dreamliner flight that claimed 290 lives.

The circular mandates that every entry be made only in blue or black ink, in chronological order, without overwriting or erasures. Any correction, if necessary, can only be made by striking off the earlier entry by drawing a single line over it, a vital procedural safeguard against manipulation.

Each ATC position must maintain a separate log capturing operational details such as incidents, runway changes and equipment status. All log books must be properly bound, serially numbered and certified by a supervisory officer. The ATIS-in-charge will maintain a master list of all issued log books to ensure traceability, the circular reads.

The regulator has also tightened the handover-takeover protocol. "The relieving controller

CONTINUED ON PAGE 9

To plug safety...

shall first 'take over watch' in the logbook and sign to that effect, followed by the 'handing over watch' by the relieved controller," the circular states. Supervisory officers can now be held accountable for any discrepancy, with no officer allowed to oversee more than 10 log books at a time.

Officials said the move was long overdue, especially given several instances where incomplete or inconsistent log entries complicated safety reviews. "In ATC operations, a missing line in a log can mean losing vital evidence in a safety probe," said a senior DGCA official. Access to ATC records has also been restricted strictly to authorised controllers and DGCA inspectors.

India's air traffic has been growing at nearly 8-10 per cent annually but the number of air traffic controllers (ATCOs) has not kept up. As of June 2025, the sanctioned strength of ATCOs stood at 5,837, yet 1,243 posts remained vacant.