



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

## Corporate Communications Directorate

ASSAM TRIBUNE

GUWATI

27 DECEMBER 2025

# Contraband seized at LGBI Airport

### STAFF REPORTER

GUWAHATI, Dec 26: Officers of the Customs unit of Lokpriya Gopinath Bardoloi International Airport effected a significant seizure of narcotic

substances during routine screening of checked-in baggage recently.

While screening the checked-in baggage of passengers travelling by Flight No. FD-124 from DMK to GAU on

Wednesday, Customs officers detected suspicious items suspected to be contraband.

Upon detailed examination, three packages containing approximately 1.463 kilograms of dried greenish-col-

oured material, suspected to be hydroponic weed (cannabis), were recovered from the checked-in baggage.

The total value of the seized contraband has been estimated at Rs 1,46,30,000.

# Corporate Communications Directorate

AMAR UJALA

DELHI

28 DECEMBER 2025

## नवी मुंबई एयरपोर्ट से उड़ानें शुरू अदाणी ने यात्रियों का किया स्वागत



नवी मुंबई। देश की आर्थिक राजधानी मुंबई के विकास में शनिवार को एक स्वर्णिम अध्याय जुड़ गया। नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआईए) से औपचारिक रूप से यात्री उड़ानों का संचालन शुरू हो गया। इसके साथ ही मुंबई अब लंदन और न्यूयॉर्क जैसे वैश्विक महानगरों की श्रेणी में शामिल हो गया है, जहां यात्रियों के लिए एक से अधिक एयरपोर्ट उपलब्ध हैं। अदाणी ग्रुप के चेयरमैन गौतम अदाणी ने पहली उड़ान से आए यात्रियों का गर्मजोशी से स्वागत किया। बंगलुरु से आई इंडिगो की पहली उड़ान (6ई460) का वाटर केनन सैल्यूट से अभिनंदन किया गया। पहले ही दिन देश के 9 शहरों के लिए 48 उड़ानों का संचालन हुआ। इस दौरान 4,000 से अधिक यात्रियों ने सफर किया। उद्घाटन समारोह में परमवीर चक्र विजेता कैप्टन बाना सिंह, सुबेदार मेजर संजय कुमार समेत खेल जगत के सितारे सूर्यकुमार यादव और मिताली राज भी मौजूद रहे। अदाणी फाउंडेशन के सहयोग से स्थानीय किसानों और दिव्यांग बच्चों को विशेष चार्टर्ड प्लेन से हवाई सफर कराया गया। अदाणी एयरपोर्ट्स होल्डिंग्स के निदेशक जीत अदाणी ने बताया कि यह प्रोजेक्ट मुंबई के मौजूदा एयरपोर्ट पर दबाव कम करेगा। व्यरो

## नवी मुंबई एयरपोर्ट से यात्री उड़ानें शुरू 9 शहरों के लिए 48 विमान चलाए पहले दिन ही 4 हजार से अधिक यात्रियों ने किया सफर

नवी मुंबई। देश की आर्थिक राजधानी मुंबई के विकास में शनिवार को एक स्वर्णिम अध्याय जुड़ गया। नवी मुंबई इंटरनेशनल एयरपोर्ट (एनएमआईए) से औपचारिक रूप से यात्री उड़ानों का संचालन शुरू हो गया। इसके साथ ही मुंबई अब लंदन और न्यूयॉर्क जैसे वैश्विक महानगरों की श्रेणी में शामिल हो गया है, जहां यात्रियों के लिए एक से अधिक एयरपोर्ट उपलब्ध हैं।

अदाणी ग्रुप के चेयरमैन गौतम अदाणी ने पहली फ्लाइट से आए यात्रियों का गर्मजोशी से स्वागत किया। बंगलूरु से आई इंडिगो की पहली उड़ान (6ई460) का वाटर कैप्टन सैल्यूट से अभिनंदन किया गया। इस दौरान अदाणी ने कहा, यह एयरपोर्ट उस भारत की झलक है, जो आत्मविश्वास और संवेदनशीलता के साथ आगे बढ़ रहा है। पहले ही दिन 9 घरेलू शहरों के लिए 48 उड़ानों का संचालन हुआ। 4,000 से अधिक यात्रियों ने सफर किया। उद्घाटन समारोह में परमवीर चक्र विजेता कैप्टन बाना सिंह, सूबेदार मेजर संजय कुमार समेत खेल जगत के सितारे सुर्यकुमार यादव और मिताली राज भी मौजूद रहे।



**गौतम अदाणी ने पहली उड़ान से आए यात्रियों का किया स्वागत**

**किसानों और दिव्यांग बच्चों को विशेष चार्टर्ड प्लेन से कराया हवाई सफर**

अदाणी फाउंडेशन के सहयोग से स्थानीय किसानों और दिव्यांग बच्चों को विशेष चार्टर्ड प्लेन से हवाई सफर कराया गया। अदाणी एयरपोर्टर्स होल्डिंग्स के निदेशक जीत अदाणी ने बताया कि यह प्रोजेक्ट मुंबई के मौजूदा एयरपोर्ट पर दबाव कम करेगा और आने वाले दशकों की एविएशन जरूरतों को पूरा करेगा।

परिचालन की पूर्व संख्या पर 1,515 डोन्स के शो ने आसमान में भारत की बढ़ती आर्थिक शक्ति का प्रदर्शन किया। अब नवी मुंबई के रूप में देश को एक नया और आधुनिक प्रवेश द्वार मिल गया है।

# Extended parking time fails to fix airport chaos

**Airport revises kerbside pickup rules twice, yet commuters remain frustrated over distance accessibility concerns and perceived preferential treatment for select taxis**

**A**fter facing sharp criticism from commuters and cab drivers over the new kerbside pick-up arrangements at Terminal 1, Kempegowda International Airport on Friday revised its plan twice within a day, easing some of the pain points flagged by passengers. The airport operator announced that the free parking duration at Terminal 1 arrival pick-up zones P3 and P4 has now been extended from 10 minutes to 15 minutes, effective from Friday, citing feedback from passen-

gers and stakeholders.

In its revised statement, the airport said the change was aimed at offering greater flexibility to passengers and families, while also ensuring smoother traffic flow at the arrivals level. To further support movement, a fleet of shuttle buses operating every seven minutes, along with six cars and 10 buggies, has been deployed to ferry passengers between the terminal and the P3 and P4 pick-up areas.

The earlier announcement issued on Friday, which triggered widespread criticism, had also introduced a new provision allowing corporate taxis with yellow boards to pick up passengers from a dedicated fifth lane at the Terminal 1 departures drop-off zone, near Mitti Café and Shri Sagar. This facility, which carries a pick-up charge of Rs 275 with a 15-minute window, continues under the revised plan, in addition to pick-ups from P3 and P4. Clear signage



**The facility, charging Rs 275 for a 15-minute pickup window, will continue alongside P3 and P4 access, with clear signage promised for passenger guidance**

has been promised to guide passengers to this lane.

However, commuter response suggests the revision may not have fully addressed the core issue. Many passengers have pointed out that the

main problem was never the waiting time for cabs but the long distance they are required to walk, often close to a kilometre, to reach pick-up points. Commuters have said this is particularly difficult for senior citizens, persons with disabilities, pregnant women and those travelling with heavy luggage.

Several travellers also feel the revised arrangement creates an uneven playing field, as only select categories of taxis get closer access, while regular taxi operators booked directly by passengers continue to be pushed farther away. There is a perception that the system favours certain aggregators, leaving both passengers and independent drivers at a disadvantage.

Some commuters have also criticised the airport's planning and execution, arguing that cosmetic changes and information graphics do little to solve the practical difficulties on the ground. While the extended free parking time has been welcomed as a small relief, many say the fundamental concern of walkable access to pick-up points remains unresolved.



**BM reported on Dec 25 about how the new cab pickup rules at the airport are causing inconvenience to fliers**



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DAINIK BHASKAR

JAIPUR

27 DECEMBER 2025

# अब जयपुर एयरपोर्ट से मुंबई के लिए रोजाना 13 उड़ानें, इंडिगो की नवी मुंबई के लिए नई फ्लाइट आज से शुरू

शाम 5:30 बजे उड़ान, 6:55 बजे नवी मुंबई एयरपोर्ट पर पहुंचेगी

एविएशन रिपोर्टर | जयपुर

जयपुर के हवाई यात्रियों के लिए एक राहतभरी खबर है। अब जयपुर से मुंबई के दो एयरपोर्ट के लिए डायरेक्ट फ्लाइट उपलब्ध होंगी। शुक्रवार से इंडिगो एयरलाइन की फ्लाइट 6ई-954 नवी मुंबई से दोपहर 2:55 बजे रवाना होकर शाम 4:40 बजे जयपुर एयरपोर्ट पहुंचेगी। वापसी में फ्लाइट 6ई-955 जयपुर से शाम 5:10 बजे उड़ान भरेगी और शाम 6:55 बजे नवी मुंबई एयरपोर्ट पहुंचेगी। एयरलाइन द्वारा

इस फ्लाइट में 5500 से 9200 रुपए तक किराया लिया जा रहा। जयपुर एयरपोर्ट प्रबंधन से मिली जानकारी के अनुसार इस एयरपोर्ट का संचालन भी अडानी समूह द्वारा किया जाएगा। अक्टूबर माह में पीएम नरेंद्र मोदी ने नवी मुंबई एयरपोर्ट का उद्घाटन किया था। अब मुंबई देश के उन चुनिंदा शहरों में शामिल हो गया है, जहां एक ही शहर में एक से अधिक एयरपोर्ट होंगे। यानी अब जयपुर से मुंबई के छत्रपति शिवाजी महाराज इंटरनेशनल एयरपोर्ट के आलावा नवी मुंबई इंटरनेशनल एयरपोर्ट के लिए फ्लाइट उपलब्ध होगी। अभी तक मुंबई के लिए सफर करने वाले यात्रियों को छत्रपति शिवाजी महाराज इंटरनेशनल एयरपोर्ट पर निर्भर रहना पड़ता था।

समय	जयपुर से मुंबई के लिए फ्लाइट
सुबह 6 बजे	एयर इंडिया AI-414
सुबह 7:25 बजे	इंडिगो 6E-6592
सुबह 8 बजे	एयर इंडिया AI-2502
सुबह 10:10 बजे	एयर इंडिया एक्स. IX-1247
सुबह 10:55 बजे	इंडिगो 6ई-251
दोपहर 1:35 बजे	एयर इंडिया AI-2782
शाम 5:10 बजे	इंडिगो 6E-955 (नवी मुंबई)
शाम 6:15 बजे	स्पाइसजेट SG-651
शाम 6:45 बजे	एयर इंडिया एक्स. IX-1218
शाम 7:05 बजे	इंडिगो 6E-5324
शाम 7:55 बजे	एयर इंडिया AI-622
रात 11:55 बजे	इंडिगो 6E-5166

# Airport revises cab pickup rules, extends free wait time to 15 mins

**Taxi drivers say new relaxations will not aid their business**

ASRA MAVAD  
BENGALURU, DHNS

Modifying the new pickup rules at Terminal 1, Bangalore International Airport Limited (BIAL) on Friday extended the free parking duration at the pickup areas to 15 minutes.

Under the new pickup rules implemented at T1 on December 13, commercial vehicles not associated with BIAL must wait at parking zones P3 and P4. The complimentary parking period has been extended from 10 to 15 minutes, after which drivers will be charged Rs 100 for the first half hour and Rs 50 for every additional hour.

The designated parking areas can be accessed via shuttle

buses operating at seven-minute intervals, in addition to buggies and cars available at T1.

However, cab drivers believe the new relaxations will not aid their business, which has been severely impacted in the past two weeks.

"Passengers don't want to walk all the way to P4 with their luggage, and who can blame them? As many passengers aren't yet aware of the new rules, they end up booking cabs on different aggregator platforms. When they realise they need to walk to P4 to get to the cab, they'll end up cancelling. As most drivers are now waiting outside the airport premises, we're just wasting our fuel on cancelled trips," said Nagaraj

## Proposed lane for corporate taxis

On Friday, BIAL initially announced that a fifth lane would be dedicated to corporate yellow board vehicles. However, the statement was soon retracted.

As per the statement, slated to be enforced from December 28, corporate taxis will have to pay a fee of Rs 275 to access the lane for 15 minutes, located adjacent to Mitti Cafe and Shri Sagar. An airport source informed *DH* that the new lane for corporate taxis is likely to be launched in the coming days.



DH PHOTO/PUSHKARV

S, a 43-year-old taxi driver.

Karnataka Chalakara Okkuta, a Bengaluru-based taxi driver's union, met Transport Minister Ramalinga Reddy on Friday to discuss the matter.

"The minister has understood our point of view and has already spoken on our behalf. All the unions are hopeful that we'll see positive changes soon. We plan to meet with

the BIAL administration on Monday," G Narayanaswamy, president of the association, told *DH*.

Even as resistance to the new rules plays out on social media, passengers on the ground are slowly adapting.

An online petition calling for the new rules to be rolled back has garnered close to 1,000 signatures.

Many stay away from airport-authorised cab aggregators, believing that they are more expensive. "Booking on other platforms like Makemytrip is much cheaper. I used the shuttle provided to hail a cab at P4. My only gripe is that there could be better markings at P4, which would help passengers locate their cabs," said Shreeja, an RT Nagar resident.

## नोएडा अंतरराष्ट्रीय एयरपोर्ट पर कई बार हुई सुरक्षा जांच, फिर भी इंतजाम अधूरे

जागरण संवाददाता, घेंटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट के शुरू होने का इंतजार लगातार बढ़ता जा रहा है। मुख्यमंत्री योगी आदित्यनाथ ने जनवरी में इसके उद्घाटन की संभावना जताई है, लेकिन नागर विमानन सुरक्षा ब्यूरो (बीसीएएस) अभी तक नोएडा एयरपोर्ट के सुरक्षा इंतजामों से संतुष्ट नहीं है। तीन से चार बाद एयरपोर्ट पर सुरक्षा मानकों की जांच बीसीएएस कर चुका है, इसके बावजूद अभी तक एयरोड्रम लाइसेंस के लिए उसने अपनी रिपोर्ट डीजीसीए नागर विमानन महानिदेशालय को नहीं सौंपी है। बीसीएएस की जांच में एयरपोर्ट पर अभी तक करीब 25 खामियां सामने आई हैं। एनसीआर में दिल्ली के बाद दूसरा इंटरनेशनल एयरपोर्ट शुरू होने का बेसब्री से इंतजार है। दिसंबर में उद्घाटन की तैयारियों को देख यह इंतजार समाप्त होता नजर भी आ रहा था, लेकिन साल समाप्त होने को हैं, अभी तक एयरपोर्ट की सुरक्षा खामियां भी पूरी नहीं हो पाई हैं।

● अक्टूबर से दिसंबर के बीच बीसीएएस की टीम कर चुकी है सुरक्षा जांच

● बीसीएएस की जांच में एयरपोर्ट पर अभी तक करीब 25 खामियां आई हैं सामने

### बीसीएएस की रिपोर्ट पर टिका एयरोड्रम लाइसेंस

एयरपोर्ट संचालन के लिए डीजीसीए से एयरोड्रम लाइसेंस मिलना जरूरी है। यह लाइसेंस तभी जारी होगा, जब बीसीएएस अपनी रिपोर्ट डीजीसीए को सौंप देगा। इसलिए जनवरी में भी एयरपोर्ट के

उद्घाटन की संभावनाएं कम ही हैं। उद्घाटन होने पर भी यात्रियों को विमान सेवा के लिए 45 दिन इंतजार करना ही पड़ेगा। हालांकि शुरुआत में दिन ही केवल घरेलू उड़ान सेवा शुरू होगी।

एयरपोर्ट का सुरक्षा आडिट करने वाली एजेंसी बीसीएएस ने एयरसाइड की परिधि की सुरक्षा को लेकर ही सवाल खड़ा किया है। एयरसाइड की चारदीवारी कंक्रीट की बनी होना जरूरी है, लेकिन इसका महज पांच किमी हिस्सा ही कंक्रीट का बना है, शेष फेंसिंग कर दी गई है। एयरपोर्ट की सुरक्षा के लिहाज से ये काफी बड़ी खामी है। कंक्रीट की होने के साथ ही जमीन में कम से कम तीन फीट

गहराई तक परिधि की दीवार होना जरूरी है, ताकि कोई सुरंग आदि के जरिये भी एयरसाइड में प्रवेश न कर सकें। टर्मिनल बिल्डिंग में बाहरी लोगों और यात्रियों के बीच दूरी सुनिश्चित करने के लिए भी दीवार नहीं है। जांच के बावजूद यात्रियों व बाहरी लोगों के आपस में मिलने की आशंका बनी हुई है। कंक्रीट के 14 टावर भी पूरी तरह से तैयार न होने, लाइट आदि की कमी है।



## Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

27 DECEMBER 2025

### *An airport for the future*

**T**he inauguration of the Navi Mumbai International Airport (NMIA) on Christmas Day marks a defining moment in the long and often turbulent journey of India's financial capital. For the first time, a metropolitan city in the country will operate with two full-fledged international airports, a distinction that places Mumbai in the league of global megacities that plan not just for today's needs but for tomorrow's aspirations. The new airport is a statement in steel, glass, and concrete—and also in confidence. Conceived decades ago and delayed repeatedly by land acquisition issues and environmental concerns, the NMIA has finally taken wing. Credit must go to the Adani Group for delivering the project as promised, overcoming bureaucratic inertia and logistical challenges that have stalled many such ventures in the past. In an era where deadlines are often elastic, timely delivery matters.

What had caught public imagination even before the first passengers walked through its terminals was the airport's striking design. The giant terminal complex, shaped like a multi-petalled lotus, is both symbolic and functional. The lotus occupies a special place in Indian culture—representing purity, renewal, and continuity. In contemporary political shorthand, it is also the election symbol of the ruling BJP. While some may read political meaning into the design, the more enduring interpretation lies in its civilisational resonance and architectural elegance. Infrastructure, after all, should outlast governments and slogans. By the way, the house of worship the Bahais built in New Delhi is known more as the Lotus Temple.

Beyond aesthetics, the NMIA is unapologetically futuristic. Designed initially to handle 20 million passengers annually, it has the potential to scale up to an impressive 90 million in later phases. Smart technologies, such as 5G connectivity, real-time IoT monitoring and Digi Yatra-enabled contactless processing, place it firmly in the next generation of global airports. Its advanced Category II Instrument Landing System will allow operations even in poor visibility, a critical advantage during Mumbai's monsoons and winter fog. Equally significant is the emphasis on sustainability. With plans for 47 MW of solar power generation, dedicated Sustainable Aviation Fuel storage and electric buses for ground connectivity, the NMIA aligns with the global push towards greener aviation. Its proximity to the Jawaharlal Nehru Port Trust and dedicated cargo terminals positions it as a logistics hub, not merely a passenger gateway.

Politically, the airport reinforces the Modi government's strong focus on infrastructure—airports, highways, and ports—as engines of economic growth. The dual-airport strategy will ease pressure on the ageing Chhatrapati Shivaji Maharaj International Airport and future-proof the Mumbai Metropolitan Region. If efficiently managed and equitably integrated into the city's transport network, the NMIA could do more than decongest Mumbai; it could redefine how India builds, connects, and imagines its urban future.

# BIAL told to hold talks with taxi drivers

## Meeting Likely To Be Held On Monday; Pickup And Parking Policy On Agenda

Suchith.Kidiyoor

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**Bengaluru:** Amid airport taxi drivers' opposition to the new pickup and parking policy at Kempegowda International Airport (KIA), the state govt has directed airport operator Bangalore International Airport Limited (BIAL) to hold a consensus meeting with the affected taxi drivers and address their grievances. BIAL is likely to hold the meeting Monday.

On Friday, taxi drivers briefed transport minister Ramalinga Reddy about the policy, alleging that it has caused inconvenience to pas-

### WHAT CABBIES SAY

- Arrangements made to access new pickup zones, including shuttle services and buggies, are time-consuming and do not ensure easy access, especially for senior citizens and those with heavy luggage
- BIAL's decision is biased in favour of application-based aggregators, who have commercial agreements with the operator



sengers and long-time customers. Under the new system, drivers operating at Terminal 1 were shifted to parking zones P3 and P4, requiring arriving passengers to walk 800 metres to the pickup area. Drivers claimed the ar-

rangements made to access the new pickup zones, including shuttle services and buggies, are inadequate and time-consuming.

Taxi unions further alleged that BIAL's decision is biased in favour of app-based

aggregators, who have commercial agreements with the operator, leaving traditional drivers at a disadvantage.

Minister Reddy told TOI that he has instructed BIAL officials to resolve the concerns raised. "BIAL maintains that there are no complaints from passengers and the policy is working well. However, I have asked them to ensure systems are in place so that drivers, who have served airport commuters for decades, do not suffer business loss. Penalties, especially, should not burden them," he said.

Bruhat Bengaluru Taxi Drivers Union leader Ramesh H said the policy has

hit drivers who have provided airport services for generations, including those who continued after the closure of HAL Airport and the start of KIA operations. "Many families have depended on us for years. This trust we built after operating for years. We are receiving complaints that elderly passengers are struggling to carry luggage. BIAL's shuttle and buggy services are insufficient. All we want is to operate as we did earlier," he said.

Alleging that unauthorised taxis have increased at T1 since the policy was introduced, he accused BIAL of failing to curb the issue.

## RGIA receives bomb hoax threat, second in a week

### 18 HOAX EMAILS THIS MONTH



- Thursday's warning was the 18th similar email received at RGIA this month
- Since Jan this year, the airport has received 31 hoax bomb threats
- Of 31 cases, four people have already been arrested

**Mahesh.Buddi**  
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**Hyderabad:** Hoax bomb threat emails continued to unsettle officials at RGI Airport (RGIA) as another message landed in the airport's customer-support mailbox early on Thursday, warning of blasts aboard a Riyadh-Hyderabad flight and at a foreign consulate in Karachi.

The email claimed that RDX-laden improvised explosive devices had been planted on Flynas 325, the Riyadh-Hyderabad flight arriving in Hyderabad during the early hours of Thursday, and at the Italian Consulate in Karachi, urging authorities to evacuate the public immediately. The threat mail also levelled allegations against a politician from Tamil Nadu.

The Bomb Threat Assessment Committee categorised the warning as non-specific. After a security check of the aircraft on landing, the threat was declared a hoax. On a complaint by a GMR Hyderabad International Airport Pvt Ltd representative, RGIA police registered a case under Sections 35(4) (Criminal intimidation by an anonymous communication) and 353(2) (Statements conducing to public mischief) of the Bha-

ratiya Nyaya Sanhita and Section 66-D of the Information Technology Act on Thursday.

Recently, on Monday night, RGIA's customer support email ID received a mail claiming "three human IEDs" were travelling aboard the IndiGo flight from Guwahati to Hyderabad and would detonate on landing. It also warned of two explosive devices allegedly hidden at the residence of a politician in Chennai. After the flight landed, passengers were screened and the threat was declared a hoax.

Investigators said Thursday's warning was the 18th similar email received at RGIA this month and the 31st hoax bomb threat reported at the airport since Jan 2025. "The majority of the hoax threat mails have been originating from anonymity-centric mail hosts and spoofed domains, making the tracking difficult," an official said.

Of the 31 cases, four people, including a woman, have been arrested in four separate incidents by RGIA police a few months ago. Recently, the Cyberabad police commissioner transferred most of the hoax threat mail cases to the cybercrime police station for a comprehensive probe.

## Corporate Communications Directorate

ASIAN AGE

DELHI

28 DECEMBER 2025

# IndiGo cancels 57 flights, cites bad weather at many airports

**Mumbai, Dec. 27:** Domestic carrier IndiGo on Saturday cancelled 57 flights across its network, citing "bad weather" at various airports, according to the airline's website.

The airline has also cancelled 13 flights, as of now, for Sunday, with two of them for "operational reasons", and the remaining largely due to "forecasted bad weather".

The Gurgaon-headquartered IndiGo, which cancelled thousands of flights early this month on account of stricter norms related to the pilots' duty period and rest, has been cancelling some flights for more than one week now on account of "bad weather."

The 57 flights cancelled on Sunday include from Chandigarh, Mumbai,

Ahmedabad, Hyderabad, Amritsar, Bengaluru, Delhi, Gaya, Kolkata, Chennai, Jaipur and Pune, among others.

Aviation regulator DGCA has announced the period between December 10 and February 10 next year as the official fog window this winter.

As part of the DGCA fog operations (CAT-III-B) norms, airlines have to mandatorily roster pilots who are trained to operate in low-visibility conditions, as well as deploy a CAT-III-B-compliant aircraft fleet for such operations.

Category-III is an advanced navigation system that empowers an aircraft to land under foggy conditions.

Category-III-A is a precision instrument approach

and landing that enables a plane to land with a runway visual range (RVR) of 200 metres, while Category-III-B helps in landing with an RVR of under 50 metres.

IndiGo, whose operations are under DGCA monitoring after the cancellations of thousands of flights early this month, is already operating a curtailed schedule in compliance with the government's order.

Under its original winter flight schedule, the airline was permitted to operate 15,014 domestic flights per week, or about 2,144 flights per day, roughly six per cent higher than the 14,158 weekly flights it operated during the summer schedule of 2025.

— PTI

# Corporate Communications Directorate

AMAR UJALA

DELHI

28 DECEMBER 2025

## मुंबई : बैगेज बेल्ट में आई तकनीकी खराबी इंडिगो ने मांगी माफी



मुंबई। मुंबई हवाईअड्डे के टर्मिनल 2 पर बैगेज बेल्ट में तकनीकी खराबी आ गई, जिसके कारण यात्रियों को बैगेज कलेक्शन के लिए इंतजार करना पड़ा। इस असुविधा के लिए इंडिगो ने शनिवार को माफी मांगी और यात्रा परामर्श जारी किया। एयरलाइन ने कहा कि उसकी ग्राउंड टीम हवाईअड्डे के अधिकारियों के साथ मिलकर समस्या को जल्द से जल्द ठीक करने के लिए काम कर रही है।

इंडिगो ने सोशल मीडिया में लिखा, इस असुविधा के लिए हमें खेद है और हम समझते हैं कि इससे आपकी योजनाओं पर असर पड़ सकता है। हमारी टीमों मौके पर मौजूद हैं। वे समस्या के समाधान में तेजी लाने और पूरी प्रक्रिया के दौरान ग्राहकों को सहयोग देने के लिए हवाईअड्डे के सहयोगियों के साथ मिलकर तेजी से काम कर रही हैं। एजेंसी



## Corporate Communications Directorate

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DECCAN CHRONICAL

HYDERABAD

27 DECEMBER 2025

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# DGCA probe panel submits report on Indigo cancellations

**DC CORRESPONDENT**  
NEW DELHI, DEC. 26

The Directorate General of Civil Aviation (DGCA)-appointed inquiry committee probing IndiGo's mass flight cancellations in the first week of December submitted its report to the government

on Friday evening.

While the contents of the report remain confidential, sources said an Action

Taken Report (ATR) is expected to be filed within the next ten days, which will indicate the recommendations made by the committee headed by joint

director general Sanjay K. Bramhane. The committee was tasked with examining the reasons behind the large-scale operational disruptions, assessing the adequacy of manpower, and reviewing the airline's compliance with the revised Flight Duty Time Limitation (FDTL) norms.

# IndiGo crisis: Panel submits probe report to DGCA

## The airlines had cancelled over 1,600 flights in a single day

NEW DELHI, PTI

The four-member panel that probed the massive flight disruptions at IndiGo earlier this week has submitted its report to the aviation regulator DGCA, according to a senior official.

The inquiry committee, headed by DGCA Joint Director General Sanjay K Bramhane, was constituted on December 5 to conduct a comprehensive review and assessment of the circumstances that led to the massive flight disruptions.

The official said the committee has submitted its report on Friday evening.

A source said copies of the report have been shared with the office of Civil Aviation Minister K Rammohan Naidu and

Civil Aviation Secretary Samir Kumar Sinha.

Details about the report could not be immediately ascertained.

Other members in the Brahmane-led panel were DGCA's Deputy Director General Amit Gupta, Senior Flight Operations Inspector Captain Kapil Manglik and Flight Operations Inspector Captain Rampal.

Earlier this month, IndiGo cancelled more than 1,600 flights in a single day, and inadequate planning in implementing the revised pilot rest norms was a key reason for the disruptions.

Following the disruptions, DGCA directed IndiGo, the country's largest airline, to reduce its winter schedule by 10 per cent and issued show-cause



A file photo showing passengers stranded at Kempegowda International Airport owing to flight disruptions in Bengaluru.

notices to the airline's CEO, Pieter Elbers, and COO, Isidre Porqueras.

In the order dated December 5 on setting up the panel, it said that, prima facie, the situation indicates deficiencies in internal oversight, operational preparedness, and compliance planning, "warranting an independent examination".

As per that DGCA (Directorate General of Civil Aviation) order, the regulator had

issued repeated directions and advance instructions from time to time to the airline on timely preparation to implement the provisions related to the FDTL (Flight Duty Time Limitations) norms.

The regulator had also observed the airline's inability to accurately forecast crew availability, conduct timely training, and realign rosters despite advance regulatory intimation, resulting in cascading delays

and cancellations across its network beginning late November 2025 and leading to non-adherence to the directions.

Subsequently, the watchdog held a review meeting with IndiGo, wherein the airline acknowledged that it had failed to anticipate the actual crew requirement under the revised norms and that significant planning and assessment gaps existed in implementing Phase-II of FDTL CAR 2024, as per the order.

The Civil Aviation Requirements (CAR) pertaining to FDTL were implemented in two phases -- the first phase came into force from July 1, and the second from November 1.

"This shortfall directly contributed to large-scale disruptions, with cancellations reaching 170-200 flights daily, severely affecting network integrity and passenger convenience. Where it was noticed in the month of November, the flight cancellations of IndiGo were maximum vis-a-vis other airlines," the order had said.



# Corporate Communications Directorate

DECCAN HERALD

BANGLORE

27 DECEMBER 2025

## IndiGo faces Rs 13 L penalty related to GST

**NEW DELHI, PTI:** IndiGo has been slapped with a penalty of little over Rs 13 lakh in relation to the GST, and the company will contest the ruling.

The Office of the Assistant Commissioner of State Tax, Excise and Taxation Department, Punjab, has imposed the penalty of Rs 13,28,255 pertaining to FY2021-22.

“The department has raised GST demand along with penalty. The company believes that the order passed by the authorities is erroneous. Further, the company believes that it has a strong case on merits, backed by advice from external tax advisors. “Accordingly, the company will contest the same before the appropriate authority,” InterGlobe Aviation, the parent of IndiGo, said in a regulatory filing on Thursday.

It also said there was no significant impact on financials, operations or other activities of the company.

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

28 DECEMBER 2025

## इंडिगो की जांच के बीच डीजीसीए में बड़ा फेरबदल

मुंबई प्रेस: इंडिगो एयरलाइंस की उड़ानों में पिछले दिनों मची भारी अफरातफरी और यात्रियों की परेशानी के बीच नागरिक उड्डयन महानिदेशालय (डीजीसीए) में अहम प्रशासनिक बदलाव किया गया है। डीजीसीए ने रविंदर जामवाल से फ्लाइट स्टैंडर्ड्स डायरेक्टर (एफएसडी) का अतिरिक्त प्रभार हटा लिया है। आदेश के अनुसार, अब वे केवल एयरस्पेस और एयर नेविगेशन सर्विसेज (एएनएस) से जुड़े कार्यों को संभालेंगे। उनकी जगह आशीष दुबे को एफएसडी का प्रभार सौंपा गया है।

सूत्रों के मुताबिक, डीजीसीए में रहते हुए जामवाल एयरलाइंस के लिए फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) नियमों और योजनाओं के भी प्रभारी थे, जो क्रू की ड्यूटी, आराम और उड़ान सुरक्षा से सीधे जुड़े अहम मानक माने जाते हैं। इसमें सख्ती को इंडिगो संकट का प्रथमदृष्टया अहम कारण माना जा रहा है। एयरलाइन संचालन पर असर पड़ने के बाद इसमें ढील दी गई।

डीजीसीए के 23 दिसंबर 2025 के आदेश में कहा गया है कि डायरेक्टर आफ आपरेशंस रविंदर सिंह जामवाल, जो अब

- रविंदर जामवाल से फ्लाइट स्टैंडर्ड्स डायरेक्टर का प्रभार छिना
- इंडिगो की व्यापक उड़ान वाधाओं पर बनी जांच समिति ने सौंपी रिपोर्ट
- निरीक्षण रिपोर्टों की जिम्मेदारी भी जामवाल के पास थी

तक एयरस्पेस, एयर नेविगेशन सर्विसेज के साथ-साथ फ्लाइट स्टैंडर्ड्स डायरेक्टर का अतिरिक्त प्रभार भी संभाल रहे थे, उन्हें आगे के आदेश तक मुख्यालय में केवल एयरस्पेस और एएनएस सेक्शन में तैनात किया गया है।

इंडिगो पर जांच रिपोर्ट आने के बाद शुरू हुई कार्रवाई: यह फेरबदल ऐसे समय में हुआ है, जब इंडिगो एयरलाइंस की उड़ानों में बड़े पैमाने पर हुए व्यवधान को लेकर गठित चार सदस्यीय जांच समिति ने अपनी रिपोर्ट डीजीसीए को सौंप दी है। समिति का गठन पांच दिसंबर को किया गया था और इसकी अध्यक्षता डीजीसीए के संयुक्त महानिदेशक संजय के. ब्रम्हाणे कर रहे थे। समिति ने 26 दिसंबर को अपनी रिपोर्ट जमा की,

हालांकि रिपोर्ट के निष्कर्षों को लेकर अब तक कोई आधिकारिक जानकारी सार्वजनिक नहीं की गई है।

इंडिगो संकट के दौरान जामवाल के पास था अहम जिम्मा: गौरतलब है कि इंडिगो की उड़ानों में हालिया गड़बड़ी के दौरान देश के कई हवाई अड्डों पर उड़ानें रद या विलंबित हुई थीं, जिससे हजारों यात्रियों को परेशानी का सामना करना पड़ा। इस मामले की गंभीरता को देखते हुए डीजीसीए ने 11 घरेलू हवाई अड्डों पर आन-साइट निरीक्षण के लिए अपने वरिष्ठ अधिकारियों की तैनाती की थी। इन अधिकारियों को इंडिगो के संचालन, शेड्यूलिंग, क्रू मैनेजमेंट और सुरक्षा मानकों की समीक्षा कर विस्तृत रिपोर्ट सौंपने के निर्देश दिए गए थे, जो सीधे रविंदर जामवाल को दी जानी थीं। इसे लेकर भी अब तक कोई गंभीरता नहीं बरती गई है।

## इंडिगो की फ्लाइट 20 घंटे विलंब, यात्री ने एक्स पर मांगा मुआवजा

जागरण संवाददाता, नई दिल्ली

राष्ट्रीय राजधानी में छाये घने कोहरे ने हवाई यातायात की रफ्तार पर ब्रेक लगा दी है। दृश्यता कम होने के कारण शनिवार को कई उड़ानें प्रभावित हुईं। इसी बीच, इंडिगो एयरलाइंस के एक यात्री ने फ्लाइट में करीब 20 घंटे की देरी होने पर इंटरनेट मीडिया प्लेटफॉर्म एक्स के जरिये नाराजगी जताते हुए ठहरने के लिए होटल और मुआवजे की मांग की है।

हेली वेली नामक यात्री ने एक्स पर शिकायत दर्ज कराई कि उनकी इंडिगो फ्लाइट, जो गुवाहाटी-दिल्ली-जोधपुर मार्ग पर थी, कोहरे के कारण रीरोड्यूल कर दी गई। यात्री के अनुसार, 27 दिसंबर की उड़ान अब 28 दिसंबर को पहुंचेगी। इस 20 घंटे की देरी के कारण यात्री को एक महत्वपूर्ण मीटिंग छूट गई। यात्री का आरोप है कि इंडिगो ने रातभर के ठहराव के बावजूद होटल की सुविधा प्रदान नहीं की। हेली वेली ने पोस्ट में नागरिक उड्डयन मंत्रालय, एअरसेवा और इंडिगो को टैग कर ठहरने के लिए होटल और मुआवजे की मांग की।

दूसरी ओर इंडिगो ने अपने आधिकारिक एक्स हैंडल पर प्रतिक्रिया देते हुए कहा कि वे मामले को समीक्षा कर रहे हैं। बता दें कि टीजोसिए के नियमों के अनुसार, प्राकृतिक कारणों से हुई देरी में मुआवजा देने का प्रविधान

- ▶ यात्री ने कहा, उड़ान में 20 घंटे की देरी के कारण उनकी मीटिंग छूट गई
- ▶ इंडिगो का अधिकारिक जवाब, मामले की समीक्षा की जा रही है

Auto

### Relevant Posts

**Heli W...** @Welly... · 6h  
@airsewa @goIndiGo  
Urgent: IndiGo PNR B2F9KV rescheduled GAU-DLJ-DHI by +20hrs due to fog (27 Dec → 28 Dec arrival). No hotel for overnight layover; meeting missed. Pls help with grievance/compensation. Attaching proofs.



इंडिगो यात्री हेली वेरी का एक्स पोस्ट। सौ. इंटरनेट मीडिया

नहीं है, लेकिन लंबी देरी की स्थिति में भोजन और रात के ठहराव के लिए होटल की सुविधा देना एयरलाइंस को जिम्मेदारी है।

# Corporate Communications Directorate

FREE PRESS JOURNAL

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27 DECEMBER 2025

## DGCA submits its confidential report

**INDIGO FIASCO**

**Dhairya Gajara**

MUMBAI

The four-member committee appointed by the Directorate General of Civil Aviation (DGCA) submitted its investigation report to the Ministry of Civil Aviation (MoCA) on Friday. The report, which has been kept "confidential" details the root causes of the massive operational collapse that paralysed India's largest domestic carrier during the first week of December.

The panel, led by Joint Director General Sanjay K Bramhane, was granted an extension from its original December 20 deadline to process what officials described as "massive volumes of operational data" provided by IndiGo.

While the final report remains confidential, the investigation focused on three primary failure points including crew planning, regulatory compliance, and crisis communication.



The investigation centered on IndiGo's transition to the revised flight duty time limitations (FDTL) norms, which became mandatory on November 1, 2025. These rules increased mandatory weekly rest for pilots from 36 to 48 hours and capped night landings to reduce fatigue.

The Civil Aviation Ministry is expected to review the panel's findings over the weekend. Possible outcomes include heavy financial penalties, a permanent reduction in flight slots, or stricter oversight of the airline's crew management software.

## DGCA submits its...

In response to the initial findings, the MoCA has already taken several pre-emptive steps which included slashing IndiGo's winter flight schedule by 10%.

The aviation regulator had issued show-cause notices to CEO Pieter Elbers and COO Isidre Porqueras, following which the officials submitted their response and operational details.

Meanwhile, IndiGo continues to struggle with residual issues; as of Thursday, the airline cancelled another 67 flights, though it attributed these primarily to forecasted bad weather and visibility concerns in Bengaluru and other northern cities.

The crisis, which peaked between December 1 and December 9, saw cancellations of over 5,000 flights, leaving an estimated 5.8 lakh passengers stranded across major hubs like Delhi, Mumbai, Bengaluru, and Hyderabad. While the airline's on-time performance also plummeted to single digit, nearly 9,000 bags were misplaced or delayed during the peak of the chaos.

offgrid

# Sabarimala rush strains Chennai-Kochi flights

HD Bureau  
CHENNAI

A swelling wave of devotees heading to Sabarimala has placed extraordinary pressure on air links out of Chennai, pushing fares on the Chennai-Kochi corridor to more than three times customary levels and thinning the availability of direct services compared with last year. The spike has coincided with a behavioural shift among pilgrims from Tamil Nadu and Andhra Pradesh, many of whom are choosing flights to Kochi to save time before continuing by road to the forested shrine.

Airlines and travel agents say demand on the Chennai-Kochi-Chennai sector has outpaced capacity through the peak pilgrimage window, with advance bookings filling up days ahead. Walk-up fares have surged the most, leaving last-minute travellers facing prices that rival international short-haul tickets.

Several carriers are operating full loads, yet the number of non-stop rotations has not kept pace with the seasonal swell, creating a squeeze that has rippled across neighbouring sectors as aircraft are redeployed. The pressure is most visible at Chennai International Air

port, where counters serving Kochi-bound flights have seen long queues and repeated rebookings. Passengers report that itineraries requiring a single connection via Bengaluru or Hyderabad are being offered as alternatives when non-stops sell out, adding hours to journeys meant to be shortened by flying.

Kochi, the principal air gateway for Sabarimala, is absorbing the influx before pilgrims transfer to buses, taxis and organised convoys for the onward road leg.

Carriers cite operational constraints for the slower growth in non-stop capacity. Aircraft availability during



**Airlines and travel agents say demand on the Chennai-Kochi-Chennai sector has outpaced capacity through the peak pilgrimage window**

the winter schedule, crew rosters and the need to maintain network balance across trunk routes have limited the scope for last-minute additions. Airlines have also pointed to congestion at Kochi during peak arrival banks, which narrows slots for incremental flights. Industry executives say wet-lease options and extra sections are being examined, but approvals and logistics take time.

The travel surge has coincided with a facilitation measure by the Airports Authority of India, which has allowed pilgrims to carry coconuts in hand baggage until January 20, 2026, eas-

ing ritual requirements at security checkpoints. While welcomed by devotees, the concession has done little to blunt the impact of high fares and limited seats, according to passenger groups. Airlines maintain that safety protocols remain unchanged and that the allowance has been implemented uniformly.

Travel platforms tracking searches and bookings report that Kochi has emerged as the dominant arrival point for pilgrims flying from southern metros, overtaking rail for those with limited leave. Agents in Chennai say the preference for air travel is strongest among families

and older devotees seeking to avoid overnight train journeys and long road transfers. This shift has amplified peak-day spikes, particularly around auspicious dates, when prices escalate fastest.

State transport authorities in Kerala have expanded bus services from Kochi and nearby hubs to manage last-mile movement, but road congestion on the ghat stretches persists during heavy arrival waves. Hoteliers around Kochi note higher occupancy tied to transit stays, while lodges along the traditional pilgrimage routes report uneven flows as travellers compress their schedules.



# Corporate Communications Directorate

HINDUSTAN

DELHI

28 DECEMBER 2025

## घरेलू हवाई यात्रियों की संख्या नवंबर में पहली बार डेढ़ करोड़ के पार

नई दिल्ली, एजेंसी। घरेलू हवाई यात्रियों की संख्या इस साल नवंबर में सालाना आधार पर 6.92 प्रतिशत बढ़कर एक करोड़ 52 लाख 38 हजार पर पहुंच गयी।

यह पहली बार है जब किसी एक

महीने में डेढ़ करोड़ से अधिक लोगों ने हवाई यात्रा की है। नागर विमानन महानिदेशालय द्वारा जारी आंकड़ों के अनुसार, इस साल जनवरी से नवंबर तक 11 महीने में कुल 15 करोड़ 26 लाख 35 हजार लोगों ने हवाई यात्रा की

है। यह पिछले साल की समान अवधि से 4.26 प्रतिशत अधिक है। यात्री संख्या के मामले में नवंबर में इंडिगो और अकासा की बाजार हिस्सेदारी कम दर्ज की गई। वहीं, एयर इंडिया समूह (एयर इंडिया और एयर इंडिया एक्सप्रेस)

और स्पाइसजेट की बाजार हिस्सेदारी में वृद्धि हुई। देश के छह मेट्रो शहरों दिल्ली, बंगलुरु, हैदराबाद, मुंबई, चेन्नई और कोलकाता से समय पर उड़ान भरने में अकासा एयर 72.2 प्रतिशत के साथ पहले स्थान पर रही।



## Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

28 DECEMBER 2025

# DGCA removes key officer, days after IndiGo shook sector

**Neha LM Tripathi**

letters@hindustantimes.com

**NEW DELHI:** The Directorate General of Civil Aviation has relieved Ravinder Singh Jamwal of his additional charge as director of operations (FSD), the division responsible for administering pilot fatigue rules and approving airline crew duty schemes, according to an order dated December 23.

Jamwal held the FSD, or flight standards directorate, position when DGCA granted IndiGo exemptions from stricter crew fatigue rules on December 6, during the airline's operational meltdown that saw over 5,000 flight cancellations strand tens of thousands of passengers. He will retain his designated portfolio as director of Airspace and Air Navigation Services, according to the order issued as multiple government investigations into the crisis continue.

"Ravinder Singh Jamwal, director of operations, holding additional charge of Flight Standards Directorate along with existing charge of Airspace and Air Navigation Services Standards, has been posted to Airspace and ANS at the headquarters until further orders," the DGCA order stated.

The order did not attribute a reason for the transfer.

While the order was dated December 23, it came to light a day after a four-member inquiry committee headed by joint director general Sanjay K. Bramhane submitted its confidential report on the crisis on Friday. The report's findings have not been disclosed.

During the IndiGo crisis, Jamwal had key duties. At the time, 11 senior officials deployed to monitor IndiGo's operations round-the-clock at major airports were directed to submit comprehensive reports to Jamwal, according to directives issued at the time and seen by HT.

On December 6, the government granted IndiGo sweeping exemptions from provisions limiting pilot duty hours during night operations and withdrew rules prohibiting substitution of other leave for mandatory weekly rest—regulatory accommodations that pilot associations warned "gravely compromised the safety of the flying public".

The exemptions were granted after IndiGo admitted to "misjudgment and planning gaps" in preparing for stricter fatigue rules that took effect November 1, despite having two years' notice.

● THE PRIVATE ARIF HABIB CONSORTIUM MADE A \$480-MILLION WINNING BID FOR A 75% STAKE IN PAKISTAN INTERNATIONAL AIRLINES

# Pak sells airline stake: PIA's Air India moment?

Ishaan Mital

New Delhi, December 27

PAKISTAN'S BELEAGUERED flag carrier, Pakistan International Airlines (PIA), may finally be going private in the country's biggest such exercise — but there's a catch.

On Thursday, the Pakistan Army-owned Fauji Fertilisers (FFC) announced it was joining the private Arif Habib consortium (AHC) — which made the \$480-million (13,500 crore Pakistani rupees) winning bid for a 75 per cent PIA stake on Tuesday.

Regardless of the size of the Pakistan Army-owned firm's participation, its presence in the consortium is a sign that what has happened with PIA is an “unconventional privatisation given continuing state-owned stakes”, wrote commentator Khurram Hussain in *Dawn*.

“The new consortium gearing up to take ownership of the airline could well usher in a new period of state and business partnerships in the years to come,” he wrote.

This is unlike the Indian government's complete transfer of Air India to the Tata Group for Rs 18,000 crore.

That's not the only difference from the 2021 Air India deal. PIA's challenges are many, and different from those that Air India faced when it was being sold. The new consortium faces a major challenge in turning around a carrier weighed down



A Pakistan International Airlines passenger plane at Islamabad International Airport.

REUTERS FILE

by debt, an ageing, dwindling fleet, and a bloated staff count.

## PIA's struggles

The debt-ridden carrier has been struggling for a lifeline since a 2020 plane crash killed 97 people. A government probe into the crash revealed that 262 out of 860 of the PIA's pilots had “fake licences”, a sensational announcement made by then Pakistan aviation minister Ghulam Sarwar Khan. On Wednesday, Pakistan's defence minister, Khawaja Muhammad Asif called Khan's remarks “baseless”, *Al Jazeera* reported.

PIA's problems were compounded when flight safety regulators in the UK and EU banned the air carrier's flights following the 2020 Karachi crash. The European Union Aviation Safety Agency and the UK Air Safety Committee lifted the ban this year.

“Instead of being run as a commercial organisation, the airline was often used to serve political interests,” Pakistani

journalist Tarique Khaliq wrote in *Business Recorder*, pointing to “continued political interference” as one of the main reasons behind PIA's decline.

## Similarities with Air India

Air India, founded in 1932 by J R D Tata, was nationalised in 1953. After years of loss-making, the government finally sold it to the Tatas in 2021. As part of the agreement, Air India took on more than Rs 15,000 crore of the carrier's debt with the remainder being absorbed by the Indian government. Air India's debt stood at Rs 43,000 crore as of 2021. According to the deal, 15 per cent of the Rs 18,000-crore bid amount would go to the government and the remaining amount would be used to cut the airline's existing debt.

While there may have been similarities between Air India and PIA in terms of political control and burgeoning debt, there are differences in terms of fleet size as well as problems related

to pilot training.

The PIA stake sale was also prompted by the IMF's pressure on the Pakistan government to cut holdings in loss-making enterprises as part of a funding requirement.

## PIA stake sale financials

AHC has an option to buy the remaining 25 per cent stake within 12 months at a 12 per cent premium, *Business Recorder* Pakistan reported. FFC had earlier backed out of the bidding process, with *Reuters* reporting that it may join AHC, given that the winning consortium had an option to add an investor and an airline operator to the grouping.

AHC's winning bid entails the airline and its staff, while PIA's debt burden worth PKR 65,000 crore has been housed in a holding company along with assets such as The Roosevelt Hotel and Scribe Hotels, according to Khurram Hussain. “As a result of this re-arrangement, PIA reported its first net profit in almost two decades. From a loss of Rs 104 billion (PKR 10,400 crore) in 2023, it went to a profit of Rs 26 billion (PKR 2,600 crore) in 2024,” he wrote, shedding light on how the airline was made more lucrative for private investors.

Out of the total bid price, 72.5 per cent will be allocated to PIA, and the remaining 7.5 per cent

will go to Pakistan's national exchequer, *Dawn* reported.

## Key challenges

The Arif Habib Consortium faces a big challenge with respect to personnel management at PIA since it cannot restructure the airline staff before 12 months, under the terms of the acquisition. PIA also has an unwieldy staff-to-fleet ratio of 397. As of 2025, the airline's staff headcount stood at 7,547, wrote Adeel Ahmed, Research Editor, Akseer Research brokerage.

The airline is also struggling with an ageing fleet. Its average fleet age is 17.8 years, according to Ahmed. Another issue that

plagues PIA is its outdated fleet of 38 aircraft of which only 18 are operational, said a *Business Recorder* report.

The consortium also faces challenges with respect to personnel management since it cannot restructure staff before 12 months, under the terms of the acquisition. “What has actually been sold, therefore, is a running business with a clean balance sheet, and the prospect of running this business into profitability in the years to come. There is nothing the investor can do with what they have purchased, other than operate it as an airline. They cannot strip down its assets (it hardly has any),” Hussain wrote.

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# Corporate Communications Directorate

INDIAN EXPRESS

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## AI Express: First line fit Boeing jet to land on Dec 29

*New Delhi:* Air India Express' first line fit Boeing 737-8 MAX will arrive in the national capital on Monday which will also be the first all-new aircraft made for Air India Group after the takeover by Tatas nearly four years ago. Tata Group took over loss-making Air India and then profit-making Air India Express in January 2022 and in February 2023, announced orders for a total of 470 planes. Another 100 aircraft were ordered in December 2024. An official said on Saturday that Air India Express' first line fit aircraft, a Boeing 737-8 MAX, will be landing in the national capital on December 29. So far, the Air India Group — Air India and Air India Express — have inducted only white tail aircraft since the Tata takeover due to global supply chain woes that have been delaying the aircraft deliveries. PTI

# इंडिगो संकट: जांच पैनल ने 22 दिन में रिपोर्ट सौंपी

- सरकार ने गोपनीय रखी, दूसरी रिपोर्ट में टावा- कू की कमी नहीं, रोस्टर में गड़बड़ी थी

नई दिल्ली, लोकसत्य। इंडिगो में बड़े पैमाने पर फ्लाइट कैसिलेशन की जांच करने वाले पैनल ने शुक्रवार शाम अपनी रिपोर्ट एविएशन रेगुलेटर DGCA को सौंप दी है। इस कमेटी को 22 दिन पहले 5 दिसंबर को बनाया गया था। हालांकि रिपोर्ट्स में क्या लिखा है, इसकी जानकारी सामने नहीं आई है।

उधर, अंग्रेजी न्यूज पेपर हिंदुस्तान टाइम्स की एक रिपोर्ट के मुताबिक DGCA के एक अलग सिस्टमैटिक रिव्यू यानी एक तरह की जांच में कहा गया है कि इंडिगो ने नवंबर में अपने



307 एयरबस-विमानों के बेड़े को चलाने के लिए 4,575 पायलटों को नियुक्त किया था।

यह ग्लोबल बेस्ट प्रैक्टिस के तहत जरूरी 3,684 पायलटों की संख्या से 891 ज्यादा थे। इससे पता चलता है

कि कू की कमी नहीं, बल्कि शेड्यूलिंग (रोस्टर) में गड़बड़ी की वजह से ही फ्लाइट्स कैसिल हुईं। इधर, इंडिगो ने फ्लाइट कैसिलेशन प्रभावित यात्रियों को 10,000 के ट्रैवल वाउचर जारी करना शुरू कर दिया है।



## क्रांति कुमार पाठक

इंडिगो द्वारा खुद पैदा किए गए इस संकट से कंपनी को 1 हजार करोड़ रुपये ज्यादा का नुकसान हो चुका है। 10 दिनों 5 हजार से ज्यादा फ्लाइटों के निरस्त हो चुके हैं। जिससे हजारों यात्री परेशान हुए। कैसल फ्लाइटों के टिकट की राशि भी ठीक से रिफंड नहीं की गई है। गौरतलब है कि इंडिगो का यह संकट 2 दिसंबर से शुरू हुआ, जब पर्याप्त स्टाफ के अभाव में धड़धड़ फ्लाइट कैसल होना शुरू हुई। यह संकट गहराता ही चला गया और यात्री भयावह रूप से परेशान होते रहे। हालांकि कंपनी कहना है कि वह उन कस्टमर्स को फ्लाइट के ब्लॉक टाइम के आधार पर 5000 से 10000 ₹ तक का मुआवजा देगी।

बीते दिनों, देश की सबसे बड़ी विमान कंपनी इंडिगो के संकट ने हमें कई सबक दिए हैं। पहला तो विमान क्षेत्र को केवल निजी क्षेत्र के भरोसे नहीं छोड़ा जा सकता, दूसरा किसी भी विमान कंपनी का एकाधिकार होने का अर्थ है यात्री हितों को तिलांजलि, तीसरा है कोई भी निजी विमान कंपनी सरकारी डीजीसीए ( डायरेक्टरेट जनरल ऑफ सिविल एविएशन ) के आदेशों को इतना हल्के में कैसे ले सकती है कि उसे किसी दंडात्मक कार्रवाई का डर न हो, चौथे देश में करीब पंद्रह दिनों तक विमान सेवाओं में मचे हाहाकार के बावजूद इंडिगो कंपनी के माथे पर शिकन तक नहीं तो क्यों, पांचवा कंपनी ने यात्रियों को टिकट राशि पूरी तरह रिफंड करने की जगह ट्रेवल वाउचर देने की पेशकश की, लेकिन क्या इससे यात्रियों को मानसिक यातना भुगतनी पड़ी उसका क्या, छठे देश में विमान यात्री हित सुरक्षा का कानून कब बनेगा ? और सातवां यह कि क्या सरकार अब जागेगी, क्योंकि डीजीसीए ने तुरंत प्रभावी कार्रवाई करने के बजाए शुरू में अपना ही आदेश वापस लेकर कंपनी के आगे सिर नवाया।

कार्रवाई हुई मगर देरी से

## खुला आकाश: क्या हवाई यात्री बेचारे ही बने रहेंगे?



दरअसल, भारत में इंडिगो विमान सेवा के ध्वस्त होने का गलत संदेश पूरी दुनिया में चला गया है, जिसे सुधरने में वक्त लगेगा। इस मामले में डिजीसीए ने भी कड़ी कार्रवाई की मगर देर से। आज इंडिगो घरेलू उड़ानों की सबसे बड़ी विमान कंपनी है। इंडिगो के पास 1800 से ज्यादा उड़ानें और एविएशन मार्केट का करीब 65 फीसदी हिस्सा है ( हालांकि अब इसमें 10 फीसदी की कटौती कर दी गई है )। लेकिन पायलट 5 हजार से कुछ अधिक ही हैं। इतनी बड़ी कंपनी किस तरह कम खर्च और तगड़ी मुनाफा वसूली के साथ कैसे ग्राहकों को ठग रही थी, इसकी कहानी अब सामने आ रही है। कंपनी का डीजीसीए में भी कितना रसूख था, यह भी साफ हो रहा है।

यही नहीं कंपनी के कुप्रबंधन को

देखते हुए नागरिक उड्डयन मंत्रालय ने एयरलाइन के विंटर शेड्यूल में कम से कम 10 फीसदी कट लगाने का निर्णय बरकरार रखा, जिसका मतलब यह था कि प्रतिदिन 200 से अधिक उड़ानें अस्थायी तौर पर नेटवर्क से बाहर की जा सकती हैं। इसी बीच, डीजीसीए ने एक आठ सदस्यीय ओवरसाइट टीम भी बना दी। इस टीम के दो अधिकारी अब रोजाना इंडिगो के गुरुग्राम स्थित एयरलाइन हाउस में तैनात रहेंगे।

इनमें एक अधिकारी फ्लीट, पायलट के नंबर, एवरेज स्टेज लेंथ, नेटवर्क, क्रू की तैनाती, प्रशिक्षण, डेडवेटिंग, स्प्लिट ड्यूटी जैसे मैट्रिक्स की निगरानी करेगा, जबकि दूसरा फ्लाइट कैसलेशन, रिफंड, ऑन टाइम परफॉर्मेंस, बैगेज रिटर्न की स्थिति पर रिपोर्ट तैयार करेगा। दोनों टीमों रोजाना शाम छह बजे तक डीजीसीए के जॉइंट डीजी को अपनी रिपोर्ट सौंपेंगे। इस बीच डिजीसीए ने अपने चार फ्लाइट आपरेशन इंस्पेक्टरों को भी निलंबित कर दिया है।

उधर डीजीसीए के कारण बताओ नोटिस के जवाब में इस अव्यवस्था के लिए इंडिगो ने टेक्निकल ग्लिच, विंटर शेड्यूल री

अलाइनमेंट, खराब मौसम, एयर ट्राफिक कंजेशन और एफडीटीएल फेज 2 के अनुसार क्रू की उपलब्धता को मेल्टडाउन का कारण बताया है। रिपोर्ट में इंडिगो ने दावा किया है कि नियमों के मुताबिक पैसेंजर्स को मोल कूपन, होटल, लोकल ट्रांसपोर्ट और रिफंड की सहूलियतें दी गई हैं।

इंडिगो द्वारा खुद पैदा किए गए इस संकट से कंपनी को 1 हजार करोड़ रुपये ज्यादा का नुकसान हो चुका है। 10 दिनों 5 हजार से ज्यादा फ्लाइटों निरस्त हो चुकी हैं। जिससे हजारों यात्री परेशान हुए। कैसल फ्लाइटों के टिकट की राशि भी ठीक से रिफंड नहीं की गई है। गौरतलब है कि इंडिगो का यह संकट 2 दिसंबर से शुरू हुआ, जब पर्याप्त स्टाफ के अभाव में धड़धड़ फ्लाइट कैसल होना शुरू हुई। यह संकट गहराता ही चला गया और यात्री भयावह रूप से परेशान होते रहे। हालांकि कंपनी कहना है कि वह उन कस्टमर्स को फ्लाइट के ब्लॉक टाइम के आधार पर 5000 से 10000 ₹ तक का मुआवजा देगी, जिनकी फ्लाइट डिपार्चर टाइम के 24 घंटे के अंदर कैसल हो गई थी। लेकिन यह मुआवजा भी नाकाफी और आधा अधूरा है।



# Corporate Communications Directorate

MILLANIUM POST

DELHI

28 DECEMBER 2025

## AI Express' first line fit B737-8 MAX plane to land in Delhi on Dec 29

**NEW DELHI:** Air India Express' first line fit Boeing 737-8 MAX will arrive in the national capital on Monday which will also be the first all-new aircraft made for Air India Group after the takeover by Tatas nearly four years ago.

Tata Group took over loss-making Air India and then profit-making Air India Express in January 2022 and in February 2023, announced orders for a total of 470 planes. Another 100 aircraft were ordered in December 2024.

An official said on Saturday that Air India Express' first line fit aircraft, a Boeing 737-8 MAX, will be landing in the national capital on Monday (December 29). Generally, line-fit refers to aircraft specifically made for a particular airline.

Till now, Air India Group -- Air India and Air India Express -- have inducted only white tail

aircraft -- since the Tata takeover due to global supply chain woes that have been delaying aircraft deliveries. White tail implies an aircraft that was made for another airline but delivered to a different airline.

"@AirIndiaX is taking delivery of its first line fit 737-8 MAX. VT-RNT honors Ratan Naval Tata "The Visionary" with a unique livery and namesake registration," flight tracking website Flightradar24.com said in a post on X on Saturday.

The aircraft will have only economy class seats. Meanwhile, in a message to the staff this week, Air India Express MD Alok Singh said the airline has crossed the 100-aircraft mark. This year, the carrier inducted its first retrofitted Boeing B737 MAX and welcomed the first Airbus A321 neo, part of the 16 A320 family aircraft transferred from Air India, he said. AGENCIES

## IndiGo faces GST related penalty of ₹13 lakh



**NEW DELHI:** IndiGo has been slapped with a penalty of little over Rs 13 lakh in relation to the Goods and Services Tax (GST), and the company will contest the ruling.

The Office of the Assistant Commissioner of State Tax, Excise and Taxation Department, Punjab has imposed the penalty of Rs 13,28,255 pertaining to the financial year 2021-22.

“The department has raised GST demand along with penalty. The company believes that the order passed by the authorities is erroneous. Further, the company believes that it has a strong case on merits, backed by advice from external tax advisors.

“Accordingly, the company will contest the same before the appropriate authority,” InterGlobe Aviation, the parent of IndiGo, said in a regulatory filing on Thursday.

The company also said there was no significant impact on financials, operations or other activities of the company.

## Corporate Communications Directorate

MORNING STANDARD

DELHI

28 DECEMBER 2025

# Shankh Air plans to launch domestic ops in Feb '26, go international in '28

S LALITHA @ New Delhi

SHANKH Air, the next airline to kick-start operations in the country, plans to make its debut in the first quarter of 2026. The airline will focus on domestic operations initially and plans to go international in a couple of years.

In an exclusive chat with this newspaper, Shankh Air Managing Director Shravan Kumar Vishwakarma expressed confidence about the financial position and operational capability of the airline.

"We plan to operate with five aircraft which we are purchasing from Bulgaria. Three Airbus A320 aircraft will reach us shortly and two A321 aircraft are expected to reach us by mid February. However, if there is some delay due to paperwork formalities, it could get delayed a bit. By the first quarter of 2026, we will definitely be running our services," he said.

The airline will first focus on operations inside Uttar



Pradesh, he said, adding that it cannot be treated as a small airline. "We have Airbus aircraft with us. We also plan to cover Lucknow to Delhi and Lucknow to Mumbai. After stabilising our domestic operations, we plan to go international by 2029," Vishwakarma said.

The MD said that the airline is fully funded by its parent company, Shankh Trading.

"We are on a sound footing financially. Our aircraft are on lease plus finance but they are being funded by external banks," he said. Shankh Air has the requisite number of

### Flight for first-time flyers

The airline is to focus on bringing people who have never stepped into an aircraft to fly. Shankh Air has the requisite number of trained pilots at its disposal to start operations, Vishwakarma claimed. The airline will have its base in Noida and plans to have parking bays at Indira Gandhi International Airport in Delhi.

trained pilots at its disposal to start operations, Vishwakarma claimed. The airline will have its base in Noida and plans to have parking bays at Indira Gandhi International Airport.

The airline will focus on bringing people who have never stepped into an aircraft to fly, he said. "We plan to stand out by offering excellent service. We are confident of drawing public to travel with us," he added.

The prices of the tickets will be minimum. "The target audience will be the middle class. We have no plans to hike our ticket fares too" he said.

ARSHAD KHAN @ New Delhi

FROM a fatal crash to flight cancellations like never before, India's aviation sector had one stressful 2025. The two major events, coupled with soaring jet fuel prices, an unfavourable forex rate, and geopolitical tension, especially after the Indo-Pak clash, only added to the woes of airlines and, subsequently, passengers.

### The Air India crash

In one of the most tragic accidents, an Air India Boeing 787 Dreamliner carrying 242 passengers and crew crashed on June 12. Flight number AI-171, bound for London, lost altitude moments after taking off from Sardar Vallabhbhai Patel International Airport in Ahmedabad. A total of 260 people, including 241 passengers and crew members died. Only one passenger survived.

What followed after the crash was inspection of the Boeing Dreamliner aircraft, compensation to the family members of the deceased and an investigation to determine the cause. However, even after six months, there has been no concrete answer to many questions. An interim report by India's Aircraft Accident Investigation Bureau (AAIB) was released in July, but critics and pilot bodies condemned it for unfairly focusing on the actions of the pilots and diverting attention away from a possible fault with the aircraft.

The preliminary report stated that the aircraft's front enhanced airborne flight recorder revealed that the crash was caused by the loss of thrust in both engines after their fuel control switches moved from RUN to CUTOFF three seconds after liftoff. No cause for the switch movement was given in the report. The Centre earlier this month said that the investigation is still in progress.

### Mass cancellation by IndiGo

An operational breakdown at IndiGo, which controls roughly two-thirds of the domestic traffic, in early December led to thousands of passengers getting stranded at airports in India. Flyers lost countless hours, suffered harrowing experiences and even spent a for-

## Trouble in air: Aviation sector in fright mode

The sector saw deadliest plane crash, chaos in air over revised FDTL and financial loss due to rising dollar and war

India-Pakistan conflict in early May led to temporary closure of airports across border areas. It also led to closure of Pakistan airspace for Indian carriers

### RUNWAY INCURSION

An Air India Boeing 787 Dreamliner carrying 242 passengers and crew crashed on June 12. Final investigation report yet to be out

AN OPERATIONAL BREAKDOWN AT INDIGO IN EARLY DECEMBER LED TO THOUSANDS OF PASSENGERS GETTING STRANDED AT AIRPORTS IN INDIA

Losses continue for airlines. After reporting

**₹5,290 CR**

loss in FY2025, the sector is projected to report a wider net loss of ₹9,500-10,500 CRORE in FY2026

The govt gives NOC to three airlines — Shankh Air, Al Hind Air & FlyExpress

tune to find an alternative option as airfares on select routes surged over 10-fold.

IndiGo cancelled more than 5,000 flights due to a severe crew shortage, especially pilots, following revised Flight Duty Time Limitations (FDTL) norms introduced last month. New regulations by the Directorate General of Civil Aviation (DGCA) mandated longer crew rest and fewer night landings, but IndiGo failed to hire enough staff.

The government intervened and initiated an inquiry with the aviation minister K. Rammohan Naidu stating that strict action will be taken against the operator to set an example for other airlines. Following the disruptions, the DGCA directed IndiGo to re-

duce its winter schedule by 10% and issued show-cause notices to the airline's CEO, Pieter Elbers, and COO, Isidre Porqueras. A four-member panel that probed the massive flight disruptions at IndiGo earlier this week has submitted its report to the DGCA.

### Financial loss

India's aviation sector is likely to suffer heavy losses in CY2025/FY2025-26. In November, Aviation Turbine Fuel (ATF) prices were up 4.4% year-on-year.

With fuel accounting for 30-40% of airlines' operating costs, sustained price escalations remain a key area of concern for the industry.

Leasing aircraft, which are tied to long-term dollar con-

tracts, has emerged as a tension for carriers as the rupee continues to slide. InterGlobe Aviation, IndiGo's parent, reported a net loss of ₹2,582 crore in Q2FY26 due to adverse currency movements on dollar-denominated obligations.

While the intensity of price wars has reduced in the industry, airlines have started taking hits due to geopolitical tensions. Air India in October informed that it has incurred losses of ₹4,000 crore over the past few months due to restrictions on flying over Pakistan since April 2025.

The sector also continues to face supply chain bottlenecks and engine failure-related aircraft groundings, said ICRA. While Indian carriers reported a net loss of ₹924 crore in FY24, the figure widened to ₹5,290 crore in FY25. ICRA expects the industry's financial performance to remain under pressure with the sector projected to report a wider net loss of ₹9,500-10,500 crore in FY26. Passenger traffic growth is also likely to slow down.

CareEdge Ratings projects passenger traffic at Indian airports to reach 430 million in FY26, down from its earlier estimate of 445 million.

### Positives

Despite severe turbulence, the industry also had its positive moments. IndiGo operations stabilised within weeks after the DGCA withdrew the new weekly roster norm about weekly rest for pilots. Another major milestone for IndiGo this year was launching direct flights to Europe and briefly becoming the world's most valuable airline.

Air India also expanded its reach and fleet size. The airline completed the retrofit programme for its legacy A320neo fleet. Akasa Air raised fresh capital from investors to support future growth plans while the government gave NOC to three airlines — Shankh Air, Al Hind Air and FlyExpress — to increase competitiveness in the skies as two players now control 90% of the market.



Finish Life 2025



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

28 DECEMBER 2025

## इंडिगो संकट के सिलसिले में DGCA की अहम विंग से डायरेक्टर हटाए गए



Maneesh Aggarwal  
@timesofindia.com



■ नई दिल्ली: इंडिगो मामले में आई जांच रिपोर्ट के बाद एविएशन रेगुलेटर डीजीसीए में एक और बड़ा फेरबदल किया गया है। डीजीसीए के विंग फ्लाइट स्टैंडर्ड डायरेक्टोरेट (FSD) के डायरेक्टर रविंद्र सिंह जामवाल को इस विंग से हटा दिया गया है। इनकी जगह एक पायदान नीचे डिप्टी डायरेक्टर आशीष दुबे को यह जिम्मेदारी सौंपी गई है। डीजीसीए में FSD एयरलाइंस के तमाम एयरक्राफ्ट का लेखा-जोखा रखती है। अब जामवाल केवल एयरस्पेस एंड

एयर नैविगेशन सर्विसेज डायरेक्टोरेट के ही डायरेक्टर रहेंगे।

डिप्टी डायरेक्टर आशीष दुबे अब रविंद्र सिंह जामवाल की जगह लेंगे

सूत्रों का कहना है कि जामवाल को जब पिछले साल एफएसडी के डायरेक्टर पद की जिम्मेदारी सौंपी गई थी, तब भी यह मामला काफी सुर्खियों में आया था। सूत्रों का कहना है कि अब

उंगली फ्लाइट ऑपरेशंस इंस्पेक्टर विंग की चीफ FOI स्वप्ना सिंह की तरफ भी उठने लगी है। इन्हीं के विभाग से 11

दिसंबर को डिप्टी चीफ FOI कैप्टन ऋषिराज चटर्जी, सीनियर FOI कैप्टन सीमा झामनानी, FOI कैप्टन अनिल कुमार पोखरियाल और FOI कैप्टन प्रियाम कौशिक को हटाया गया था।

बता दें कि इंडिगो की फ्लाइटों के बड़ी संख्या में कैंसल होने के मामले में डीजीसीए द्वारा गठित कमिटी की जांच रिपोर्ट 26 दिसंबर को डीजी किरदवाई को सौंप दी गई है। इसे नागर विमानन मंत्री राममोहन नायडू और सेक्रेटरी समीर सिन्हा को भेज दिया गया है।

नया विकल्प

सड़कों पर जाम व इंडिगो एयरलाइंस के संचालन में आई रुकावट का पड़ा असर

# पुणे-मुम्बई के बीच बढ़ी हेलीकॉप्टर की मांग

■ मंत्री और सुरक्षा प्राप्त  
वीआईपी इस्तेमाल करते हैं  
ट्विन-इंजन हेलीकॉप्टर

नई दिल्ली, 27 दिसम्बर (विशेष)  
: पुणे और मुम्बई के बीच चार्टर्ड  
हेलीकॉप्टर सेवाओं की मांग में लगातार  
बढ़ोतरी हो रही है। इसका कारण  
सड़कों पर बढ़ता जाम, कॉर्पोरेट यात्रा  
में वृद्धि और इंडिगो एयरलाइंस के  
संचालन में आई रुकावटें हैं।

उड्डयन क्षेत्र के ऑपरेटरों ने कहा  
कि फिलहाल दोनों शहरों के बीच  
व्यावसायिक संचालन के लिए 10 से  
15 चार्टर हेलीकॉप्टर उपलब्ध हैं। इस  
सेक्टर में हेलीकॉप्टर सेवाएं पूरी तरह

से ऑन-डिमांड चार्टर आधार पर  
संचालित होती हैं, जिससे ग्राहक अपनी  
सुविधा के अनुसार फ्लाइट का समय  
चुन सकते हैं। हर  
फ्लाइट से पहले  
नागरिक उड्डयन  
महानिदेशालय  
(डीजीसीए) से  
अनुमति ली जाती  
है। ऑपरेटरों का  
अनुमान है कि

पुणे-मुम्बई कॉरिडोर पर हर महीने 60  
से ज्यादा फ्लाइट मूवमेंट होते हैं,  
जिसमें विमान आमतौर पर हफ्ते में  
पांच से छह दिन उड़ान भरते हैं। बताया  
गया है कि यहां दो तरह के हेलीकॉप्टर  
संचालित होते हैं, सिंगल-इंजन और

ट्विन-इंजन। सिंगल-इंजन हेलीकॉप्टर  
ज्यादातर व्यवसायी इस्तेमाल करते हैं,  
जबकि ट्विन-इंजन हेलीकॉप्टर मंत्री

और सुरक्षा प्राप्त  
वीआईपी इस्तेमाल  
करते हैं। ऑपरेटरों  
के मुताबिक पुणे-  
मुम्बई-पुणे यात्रा के  
लिए सिंगल-इंजन  
हेलीकॉप्टर का  
किराया लगभग 4.5

लाख रुपए प्लस जीएसटी होता है और  
इसमें चार से पांच यात्री बैठ सकते हैं।  
ट्विन-इंजन हेलीकॉप्टर का किराया  
प्रति ट्रिप आठ लाख रुपए से ज्यादा  
प्लस जीएसटी हो सकता है, जो इसकी  
उपलब्धता और संचालन जरूरतों पर



समय बचाने के विकल्प के रूप में लोग कर रहे इस्तेमाल

ऑपरेटरों ने बताया कि एयरलाइन में रुकावटें लंबे समय तक बदलाव  
लाने वाली नहीं हैं, बल्कि सिर्फ कुछ समय के लिए बदलाव लाने वाली होती  
हैं। इन सेवाओं का इस्तेमाल आमतौर पर राजनेता, सेलिब्रिटी और व्यवसायी  
करते हैं जो प्रीमियम और समय बचाने वाले विकल्प ढूंढ रहे होते हैं। इस रूट  
पर चलने वाले सिंगल-इंजन हेलीकॉप्टरों में एयरबस एच 125, एच 130,  
एडब्ल्यू 119, बेल 407 और बेल 206 एल 4 जैसे मॉडल शामिल हैं। जबकि  
ट्विन-इंजन मॉडल में एयरबस एच 135, एच 145, एच 160, बेल 429 और  
बेल 412 शामिल हैं।

निर्भर करता है।

कुछ कंपनियां बिना यात्रियों के  
उड़ान सुविधा भी देती हैं, जिनकी  
कीमतें लगभग 25,000 रुपए से शुरू  
होती हैं। बताया गया कि यह एक  
प्रीमियम सर्विस है, लेकिन जो लोग

समय को महत्व देते हैं, उनके लिए  
कीमत बहुत मायने नहीं रखता है। जब  
मुम्बई एयरपोर्ट पर लगभग 150 से  
200 विमान ग्राउंडडेड थे, तो हेलीकॉप्टर  
यात्रा एक भरोसेमंद विकल्प के रूप  
में सामने आई।



# Corporate Communications Directorate

PIONEER

DELHI

28 DECEMBER 2025

## AI Express first line fit B737-8 MAX plane to land in Delhi on December 29

### PIONEER NEWS SERVICE

■ New Delhi

Air India Express' first line fit Boeing 737-8 MAX will arrive in the national capital on Monday which will also be the first all-new aircraft made for Air India Group after the takeover by Tatas nearly four years ago.

Tata Group took over loss-making Air India and then profit-making Air India Express in January 2022 and in February 2023, announced orders for a total of 470 planes. Another 100 aircraft were ordered in December 2024. An official said on Saturday that Air India Express' first line fit aircraft, a Boeing 737-8 MAX,

will be landing in the national capital on Monday (December 29). Generally, line-fit refers to aircraft specifically made for a particular airline. Till now, Air India Group — Air India and Air India Express — have inducted only white tail aircraft — since the Tata takeover due to global supply chain woes that have been delaying aircraft deliveries. White tail implies an aircraft that was made for another airline but delivered to a different airline. "@AirIndiaX is taking delivery of its first line fit 737-8 MAX. VT-RNT honors Ratan Naval Tata "The Visionary" with a unique livery and namesake registration,"

flight tracking website Flightradar24.Com said in a post on X on Saturday. The aircraft will have only economy class seats. Meanwhile, in a message to the staff this week, Air India Express Managing Director Alope Singh said the airline has crossed the 100-aircraft mark. This year, the carrier inducted its first retrofitted Boeing B737 MAX and welcomed the first Airbus A321 neo, part of the 16 A320 family aircraft transferred from Air India, he said. In 2025, Air India Express inducted 25 new aircraft — 14 Boeing MAXs, 4 A321 neos, 4 A320 neos and 3 A320 ceos. Currently, the airline has over 110 planes.

## घरेलू हवाई यात्रियों की संख्या इस साल नवंबर में 6.92 प्रतिशत बढ़ा

नई दिल्ली, (पंजाब केसरी): घरेलू हवाई यात्रियों की संख्या इस साल नवंबर में सालाना आधार पर 6.92 प्रतिशत बढ़कर एक करोड़ 52 लाख 38 हजार पर पहुंच गयी। यह पहली बार है जब किसी एक महीने में डेढ़ करोड़ से अधिक लोगों ने हवाई यात्रा की है। इससे पहले अधिकतम आंकड़ दिसंबर 2024 में दर्ज किया गया था जब एक करोड़ 49 लाख 28 हजार लोगों ने हवाई यात्रा की थी। नागर विमानन महानिदेशालय (डीजीसीए) द्वारा जारी आंकड़ के अनुसार, इस साल जनवरी से नवंबर तक 11 महीने में कुल 15 करोड़ 26 लाख 35 हजार लोगों ने हवाई यात्रा की है। यह पिछले साल की समान अवधि से 4.26 प्रतिशत अधिक है।

खास बात यह है कि नवंबर में यह रिकॉर्ड तब बना है जब इस साल दीपावली और छठ के पर्व अक्टूबर में ही समाप्त हो चुके थे, जब आमूमन मांग काफी अधिक होती है। आंकड़ के अनुसार, भरी सीटों का अनुपात (पीएलएफ) के मामले में अकासा एयर 93.8 प्रतिशत के साथ पहले स्थान पर रही। इंडिगो 88.7 प्रतिशत के साथ दूसरे और स्पाइसजेट 87.7 प्रतिशत के साथ तीसरे स्थान पर रही। एयर इंडिया समूह का पीएलएफ 87.5 प्रतिशत और इंडियावन एयर का 82.7 प्रतिशत रहा। यात्री संख्या के मामले में नवंबर में इंडिगो और अकासा की बाजार हिस्सेदारी घट गयी जबकि एयर इंडिया समूह



(एयर इंडिया और एयर इंडिया एक्सप्रेस) और स्पाइसजेट की बाजार हिस्सेदारी में वृद्धि हुई। इंडिगो की बाजार हिस्सेदारी अक्टूबर के 65.6 प्रतिशत के कम होकर 63.6 प्रतिशत रह गयी।

**यह पहली बार एक महीने में डेढ़ करोड़ से अधिक लोगों ने हवाई यात्रा की है**

एयर इंडिया समूह की हिस्सेदारी 26.7 प्रतिशत, अकासा की 4.7 प्रतिशत और स्पाइसजेट की 3.7 प्रतिशत रही। देश के छह मेट्रो शहरों दिल्ली, बंगलुरु, हैदराबाद, मुंबई, चेन्नई और कोलकाता में समय पर उड़ान भरने के मामले में अकासा एयर 72.2 प्रतिशत के साथ पहले स्थान पर रही। एयर इंडिया समूह की 69.1 प्रतिशत उड़ानें, इंडिगो की 69 प्रतिशत, अलायंस एयर की 59 प्रतिशत और स्पाइसजेट की 48.4 प्रतिशत समय पर रवाना हुईं। समय पर उड़ानों को रवाना करने के मामले में 86.4 प्रतिशत के साथ चेन्नई एयरपोर्ट पहले स्थान पर रहा। इसके बाद क्रमशः बंगलुरु एयरपोर्ट से 78.6 प्रतिशत, हैदराबाद से 75.5 प्रतिशत, कोलकाता से 74.4 प्रतिशत, दिल्ली से 62.2 प्रतिशत और मुंबई से 50.1 प्रतिशत उड़ानें समय पर रवाना हुईं।

## Corporate Communications Directorate

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# IndiGo, SpiceJet continue to rely on leased foreign aircraft to tide over fleet constraints

**DEEPSHIKHA VERMA**

*New Delhi, 27 December*

Indian airlines IndiGo and SpiceJet continue to rely on foreign aircraft leased on "Wet/Damp Lease" arrangements to shore up capacity amid fleet constraints and delivery delays, according to details of aircraft currently operating and scheduled for induction.

IndiGo, the country's largest airline, currently operates 15 foreign-leased aircraft and plans to induct eight more in the coming months. Among the major lessors is Turkish Airlines, which has provided two Boeing 777 aircraft under a lease valid until February 28, 2026, following a six-month



extension granted in August. Norse Atlantic Airways of Norway operates five Boeing 787 aircraft for IndiGo, with one additional aircraft proposed to be inducted in January 2026.

"Additionally, the airline has

leased one Airbus A320 from SmartLynx Airlines, based in Latvia, with operations approved until March 2026. Qatar Airways has supplied two Airbus A321 aircraft, while two more are scheduled to join the fleet in December 2025 and January

2026," a statement said.

Turkish carrier Corendon Airlines is operating five Boeing 737 aircraft for IndiGo until March 31, 2026. In addition, five Airbus A320 aircraft from Freebird Airlines of Turkey are yet to be inducted. Furthermore, SpiceJet, which has been using wet-leased aircraft to stabilise operations, currently has 17 foreign aircraft in service.

Czech carrier SmartWings operates five Boeing 737 aircraft for SpiceJet, with leases running until May 2026. Meanwhile, Ireland-based Fly4 Airline provides three Boeing 737 aircraft under a similar timeline.

Corendon Airline Europe, based in Malta, operates five Boeing 737 aircraft for SpiceJet

until March 2026, while Ascend Airways of the UK supplies three Boeing 737 aircraft approved until April 2026. Romanian carrier Legend Airlines operates one Airbus A340 for SpiceJet, with the lease valid until December 2025.

A 'wet lease' provides an aircraft with crew (flight and cabin), maintenance, and insurance (ACMI), operating under the lessor's certificate. A 'damp lease', often a UK term, is similar, but the lessee provides the cabin crew, while the lessor supplies the aircraft, flight crew, maintenance, and insurance, adding a layer of control for the lessee. Essentially, a damp lease is a wet lease minus the cabin crew.



# ‘Exemplary’ action on IndiGo likely as DGCA tables report

TIMES NEWS NETWORK

**New Delhi:** The stage is now set for “exemplary” govt action against IndiGo — a likely combination of steep fines along with regulatory glare on some airline officials among other things — for its schedule collapse earlier this month that affected over 5,000 flights and left lakhs of passengers stranded.

Directorate General of Civil Aviation (DGCA) on Friday evening submitted its report on the “circumstances leading to operational disruptions” to the civil aviation ministry, which is also expected to shed light on why only the airline’s domestic network collapsed while international flights were barely affected. Aviation minister Ram Mohan Naidu had said in Parliament that govt will take “exemplary” action against IndiGo once the probe is over. “An enquiry committee, headed by (DGCA’s) joint DG Sanjay K Bramhane, submitted its report Friday. The report is confidential,” said a ministry spokesperson.

It is learnt that the accountable manager of the airline, an expat, could have his approval withdrawn. While a number of factors led to the schedule collapse at India’s largest domestic airline, the failure of its operations control centre and a breakdown of trust between pilots and expats-led management added fuel to the fire.

“We are not taking this situation easily. We are conducting an inquiry. We will take very, very strict action not only for this situation but also (to set) an example,” the aviation minister had said on Dec 8 in Parliament.



The action could be a combination of steep fines along with regulatory glare on some airline officials

Govt wants IndiGo to set its house in order given the critical role the airline plays in Indian vacation with over 64% domestic market share and also being the largest airline in terms of international traffic. In banking parlance, IndiGo and Air India Group are now “too big to fail” as all other players in the domestic market are either fledgling or struggling to survive.

The unprecedented scale of flight disruptions — close to 5,000 — witnessed earlier this month is expected to lead to record penalties. IndiGo had cancelled only 2.4% of its 2,702 international flights between Dec 1 and 9. Domestic cancellations were 10 times higher at almost 25% of the 17,404 scheduled flights not being operated during the same time. IndiGo is also probing this collapse but govt action is going to be decided on the basis of DGCA report. The regulator’s probe panel under joint DG Bramhane was set up on Dec 5, to “identify the underlying causes leading to widespread operational disruptions.”