



Corporate Communications Directorate

THE PIONEER

LUCKNOW

28 NOVEMBER 2025

Airports Authority pavilion gets gold award at IITF 2025

PIONEER NEWS SERVICE

■ New Delhi

Concluded its vibrant participation at the 44th India International Trade Fair (IITF) 2025, New Delhi, with a grand closing ceremony by bagging the prestigious gold award under PSU category for the pavilion's outstanding design, immersive digital experience and impactful representation of India's evolving aviation ecosystem.

Vipin Kumar, Chairman, Airports Authority of India received the award from Dr Neeraj Kharwal, MD, India Trade Promotion Organisation (ITPO) for its innovative approach in showcasing India's aviation advancements.

Built around the theme "*Ek Bharat, Shrestha Bharat*," the pavilion drew strong appreciation and marked celebration of 150 years of *Vande Mataram* by inspiring visitors and students with patriotic enthusiasm.

Throughout the fair, the pavilion captivated attendees with its futuristic LED archway, dynamic anamorphic display walls and interactive touch kiosks featuring key initiatives such as UDAN, the Start-up Policy,



AAI's exhibition space at IITF 2025 — "Flight of Dreams" — has become a unique platform for knowledge, experience and inspiration. The role of Airports Authority of India (AAI) is very important in the rapidly growing aviation sector in India. AAI is continuously making new efforts towards making the airports of the country safe, modern and passenger-centric. To take this message to the general public and youth, AAI has created a special AAI exhibition space at IITF 2025, where students, young aviation enthusiasts and people of all age groups are getting a closer look at India's aviation journey.

AAI—Routes Asia 2025, and India's Air Connectivity Map.

A digital flip book highlighting airports as cultural and

architectural icons added to the pavilion's appeal.

Visitors were further engaged through activities like the Air Quiz

and an Alpowered Selfie Zone that allowed them to transform into digital avatars of aviation professionals. The dedicated Briefing Zone also hosted informative sessions for students and media, offering deeper insights into AAI's operations and vision.

Major highlights of the pavilion were ATC Demonstration, state-of-the-art ATC – CNS Console and exhibits showcasing modern communication, navigation and surveillance technologies, the demonstration underscored India's progress in advanced air traffic management.

As IITF 2025 comes to a close, AAI's award-winning pavilion inaugurated by Kinjarapu Rammohan Naidu, Hon'ble Union Minister of Civil aviation, stands as a testament to its commitment to innovation, technology, safety and sustainability.

The Airports Authority of India continues to play a vital role in advancing the national vision of *Viksit Bharat @ 2047*, with aviation serving as a key catalyst for connectivity, economic development and inclusive growth. Issued by Corporate Communications Directorate, AAI.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

29 NOVEMBER 2025

B'luru airport beats Mumbai's in domestic traffic in Oct

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Mumbai: Bengaluru airport has overtaken Mumbai airport in India's domestic air traffic rankings by handling 279 more domestic flights in Oct, marking the beginning of a shift that will eventually move Mumbai down to the third place. **What is keeping Mumbai glued to its rank as India's second-busiest airport is its**

international traffic, which is more than double that of Bengaluru. Thus, the total air traffic handled by Mumbai is still higher than Bengaluru airport. Until 2010, Mumbai was the country's busiest airport in terms of both domestic and international flights when Delhi overtook it.

While Bengaluru recorded 20,819 domestic departures and arrivals in Oct, for Mumb-

ai airport the number was 20,540, according to Airports Authority of India data. The difference is a mere 1.4% but it marks the first clear instance where Bengaluru has crossed Mumbai on this metric. In Sept, Mumbai airport handled 19,524 domestic flights versus Bengaluru's 18,884.

The shift in air traffic does not reflect a change in demand profiles: domestic passen-

ger volumes at Mumbai continued to be higher. Mumbai handled about 32 lakh domestic passengers versus Bengaluru's roughly 31 lakh flyers. Domestic passenger traffic is higher in Mumbai because of two reasons: Bengaluru handles a higher share of smaller, turboprop aircraft; and passenger load factor is higher in Mumbai due to higher demand and fewer seats.



Corporate Communications Directorate

AMAR UJALA

DELHI

29 NOVEMBER 2025

परियोजना निगरानी समूह ने किया नोएडा हवाई अड्डे का निरीक्षण, दिए सुझाव

यमुना सिटी। केंद्र सरकार के परियोजना निगरानी समूह (पीएमजी) ने शुक्रवार को नोएडा अंतरराष्ट्रीय हवाई अड्डे के निर्माण कार्यों का निरीक्षण कर हुए कार्यों का जायजा लिया। टीम ने हवाई अड्डे के यात्री टर्मिनल, एयर साइड पर रनवे-टैक्सी वे, एप्रिन, एटीसी टावर और कनेक्टिविटी कॉरिडोर का निरीक्षण कर निर्माण गुणवत्ता की विस्तार से जांच की। टीम केंद्र सरकार की महत्वपूर्ण परियोजनाओं के कार्यों की गुणवत्ता जांचती है।

नोएडा अंतरराष्ट्रीय हवाई अड्डा उत्तर भारत में एक प्रमुख एविएशन हब बनने जा रहा है। इसके चलते केंद्र सरकार के परियोजना निगरानी समूह (प्रोजेक्ट मॉनिटरिंग ग्रुप) ने निरीक्षण कर कार्यों की वर्तमान स्थिति देखी। टीम ने निरीक्षण के दौरान परियोजना के निर्माण कार्य की गति, सुरक्षा मानकों, निर्माण कार्यों की गुणवत्ता, संरचनात्मक मजबूती को मानक के आधार पर समीक्षा की। इस दौरान टीम के अधिकारियों ने परियोजना से जुड़ी कंपनियों के अधिकारियों और इंजीनियरों से जानकारी ली। अधिकारियों ने बताया कि हवाई अड्डा निर्माण के कई महत्वपूर्ण हिस्से अंतिम चरण में हैं और अधिकांश कार्य तय समय के

हवाई अड्डे के यात्री टर्मिनल, एयर साइड, रनवे, एटीसी टावर, कार्गो पर हुए कार्यों का लिया जायजा

अनुरूप चल रहे हैं। टीम ने विशेष रूप से टर्मिनल भवन की फिनिशिंग क्वालिटी और रनवे पर किए जा रहे तकनीकी कार्यों की बारीकी से जांच भी की। अधिकारियों ने निर्माण सामग्री की गुणवत्ता, मशीनरी की दक्षता और साइट पर सुरक्षा प्रोटोकॉल के पालन का भी मूल्यांकन किया। टीम निरीक्षण रिपोर्ट जल्द ही सरकार को भेजेगी। इस मौके पर सिविल एविएशन विभाग के संयुक्त सचिव ईशान प्रताप सिंह, नायल सीईओ आरके सिंह, नोडल अधिकारी शैलेंद्र भाटिया आदि मौजूद रहे।

पीएमजी ने कुछ स्थानों पर सुधार के दिए सुझाव : निरीक्षण के दौरान पीएमजी टीम के अधिकारियों ने कुछ कार्यों में सुधार करने के सुझाव दिए। इस दौरान टीम ने कामगारों की संख्या बढ़ाकर कार्य गति तेज करने की सलाह दी, जिससे कार्य तय समय पर पूरा किया जा सके।



Corporate Communications Directorate

BUSINESS LINE

DELHI

29 NOVEMBER 2025

'Chennai airport's efficiency will increase by clearing obstacles on approach path of the secondary runway'

T E Raja Simhan
Chennai

The efficiency of the Chennai airport can be increased substantially if obstacles such as buildings, trees, cell phone masts and electric pole structures (outside the airport compound) in the approach path of the secondary runway are cleared, said M Raja Kishore, Director, Chennai airport.

An obstacle limitation surface (OLS) check survey conducted in August 2024 showed there are nearly 260 obstacles that need to be removed along the path.

Due to the obstacles, the length of the secondary runway has been reduced to 2,110 m from 2,890 m. This meant that the landing area



M Raja Kishore,
Chennai Airport Director

on the runway had to be pushed further down and large aircraft with 300 passengers cannot be flown when the primary runway is unavailable due to regular maintenance, he added.

The removal of obstacles will ensure the full use of the secondary runway, he said.

Kishore said a tender

The airport plans to increase the number of aircraft movements per hour to 45 from 35

would be issued to re-carpet the main runway at a cost of around ₹40-50 crore. When this work is on, the use of the secondary runway will be critical.

AIRCRAFT MOVEMENTS

At the Chennai Airport Airport Advisory Committee meeting, held on Friday under the chairmanship of Sriperumbudur Member of Parliament TR Baalu, it was decided that a committee would be formed to talk with various stakeholders, including the State government, to

clear the obstacles, he said.

Kishore said the airport planned to increase the number of aircraft movements per hour to 45 from 35. This means that the number of aircraft movements per day will increase to over 500 from the present 475 and increase the passenger handling from 65,000 to 70,000. This will be possible only if the secondary runway is fully utilised, he said. At present, nearly 25 per cent of aircraft movements are through the secondary runway.

He said there is a plan to shift fuel farms and hangars next to the secondary runway. At present, these are next to the cargo complex. This will help in developing infrastructure on the airside.

The completion of Terminal 3, which is part of the

second phase of expansion and modernisation of the Chennai International Airport, has been pushed to October 2026 from June 2026 as some load-bearing calculations need to be done, said Kishore.

The original planned completion was December 2025.

नोएडा इंटरनेशनल एयरपोर्ट पर पीएमजी की गहन तकनीकी जांच

- टर्मिनल फिनिशिंग और रनवे सिस्टम पाए समय सीमा के अनुरूप
- केंद्र की विशेष टीम ने निर्माण गुणवत्ता, सुरक्षा प्रोटोकॉल, मशीनरी दक्षता व स्ट्रक्चरल स्ट्रेंथ की की बारीकी से समीक्षा
- कार्य गति बढ़ाने व कुछ हिस्सों में सुधार के लिए निर्देश

ग्रेटर नोएडा, 28 नवम्बर (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के निर्माण कार्यों की निगरानी कर रहे केंद्र सरकार के प्रोजेक्ट मॉनिटरिंग ग्रुप (पीएमजी) की टीम ने शुक्रवार को साइट का विस्तृत निरीक्षण किया। टीम ने हाई-टेक टर्मिनल भवन, 3,900 मीटर लंबे रनवे, एयर ट्रांफिक कंट्रोल (एटीसी) टावर और मल्टी-मोड कनेक्टिविटी कॉरिडोर के विभिन्न सेगमेंट की तकनीकी जांच की।

निरीक्षण के दौरान पीएमजी



अधिकारियों ने परियोजना से जुड़े इंजीनियरों और ठेकेदार कंपनियों से निर्माण की प्रगति, तकनीकी मानकों और समय-सीमा पर विस्तृत चर्चा की। टीम ने रनवे पर किए जा रहे एग्रन लाइटिंग सिस्टम, सर्फेस स्ट्रेंथ टेस्टिंग, टैक्सोवे अलाइनमेंट, और इंस्ट्रुमेंट लैंडिंग सिस्टम (आईएलएस) की इंस्टॉलेशन स्थिति देखी। अधिकारियों के अनुसार एयरपोर्ट निर्माण के अधिकांश महत्वपूर्ण हिस्से अंतिम चरण में पहुंच गए हैं और कार्य निर्धारित टाइमलाइन के अनुसार आगे बढ़ रहा है। टीम ने टर्मिनल भवन की इंटीरियर फिनिशिंग, एचवीएसी सिस्टम, बैगेज हैंडलिंग सिस्टम, और सेफ्टी कंट्रोल रूम को कार्यप्रणाली का भी बारीकी से मूल्यांकन किया। इसके साथ ही

निर्माण सामग्री की गुणवत्ता, मशीनरी की दक्षता, साइट सेफ्टी प्रोटोकॉल और श्रम प्रबंधन की भी समीक्षा की गई।

निरीक्षण के बाद पीएमजी टीम ने कुछ स्थानों पर सुधार करने के सुझाव दिए और निर्माण की गति बढ़ाने के लिए श्रमिकों की संख्या बढ़ाने पर जोर दिया। टीम ने अपनी अंतिम रिपोर्ट जल्द ही केंद्र सरकार को भेजने की बात कही। एयरपोर्ट के निरीक्षण के दौरान सिविल एंविश्न विभाग के संयुक्त सचिव ईशान प्रताप सिंह, नायल सीईओ आरके सिंह, नोडल अफसर शैलेंद्र भाटिया सहित अन्य अधिकारी मौजूद रहे। नोएडा इंटरनेशनल एयरपोर्ट उत्तर भारत का प्रमुख एंविश्न हब बनने की दिशा में तेजी से आगे बढ़ रहा है।

कांगड़ा एयरपोर्ट के विस्तार के लिए जारी किए गए 460 करोड़ रुपए : सुक्खू

■ 'सरकार गांव के द्वार' कार्यक्रम के तहत तंगरोटी में सुनी जन शिकायतें

शिमला, 28 नवम्बर (देशबन्धु)। मुख्यमंत्री ठाकुर सुखविंदर सिंह सुक्खू ने आज कांगड़ा जिला के धर्मशाला विधानसभा क्षेत्र की ग्राम पंचायत तंगरोटी में 'सरकार गांव के द्वार' कार्यक्रम के तहत जन शिकायतें सुनी। इस अवसर पर उन्होंने स्थानीय महिला मंडलों के लिए एक-एक लाख रुपये देने की घोषणा की। उन्होंने रामेड़-तंगरोटी सम्पर्क मार्ग, तंगरोटी सम्पर्क मार्ग की टारिंग और निकटवर्ती सड़क मार्गों के लिए भी धनराशि जारी करने की घोषणा की। मुख्यमंत्री ने कहा कि राज्य सरकार ने कांगड़ा जिला को राज्य की पर्यटन राजधानी घोषित किया है, जिसके दृष्टिगत क्षेत्र में अनेक पर्यटन परियोजनाओं को साकार रूप दिया जा रहा है। इससे आगामी समय में स्थानीय लोगों के लिए आमदनी के नए साधन सृजित होंगे। उन्होंने कहा कि राज्य सरकार ने कांगड़ा हवाई अड्डे के विस्तार के लिए 460 करोड़ रुपये जारी किए हैं और इसका कार्य प्रगति पर है। उन्होंने कहा कि हवाई



अड्डे के विस्तारीकरण से इसके समीपवर्ती क्षेत्रों में जमीन की कीमतों में वृद्धि होगी और क्षेत्र में पर्यटकों की आमद में भी बढ़ोतरी होगी जिससे क्षेत्र की अर्थव्यवस्था सुदृढ़ होगी। उन्होंने कहा कि राज्य सरकार ने गाय के दूध के समर्थन मूल्य को 51 रुपये प्रति लीटर और भैंस के दूध के समर्थन मूल्य को 61 रुपये प्रति लीटर निर्धारित किया है। किसानों को प्राथमिकता प्रदान करते हुए, सरकार ने प्राकृतिक पद्धति से उगाई गई फसलों के लिए न्यूनतम समर्थन मूल्य घोषित कर एक ऐतिहासिक पहल की है। राज्य सरकार प्राकृतिक खेती पद्धति से उत्पादित गेहूं 60 रुपये प्रति किलोग्राम, मक्की 40 रुपये प्रति किलोग्राम और कच्ची हल्दी 90 रुपये प्रति किलोग्राम की दर से खरीद रही है। उन्होंने लोगों से प्रदेश

की कल्याणकारी योजनाओं का लाभ उठाने का आह्वान करते हुए कहा कि सरकार युवाओं को घरदार के निकट रोजगार के अवसर उपलब्ध करवाने के लिए प्रतिबद्धता से कार्य कर रही है ताकि उनका जीवन स्तर बेहतर हो सके। मुख्यमंत्री ने धर्मशाला उप-चुनाव का उल्लेख करते हुए कहा कि इस चुनाव में कांग्रेस के प्रत्याशी देवेंद्र जग्गी बहुत कम अंतर से हारे थे। उन्होंने कहा कि इस चुनाव में झूठ की जीत और सत्य की हार हुई। कांग्रेस से भाजपा में गए उम्मीदवार से देवेंद्र जग्गी हारे, लेकिन क्षेत्र के लोग देवेंद्र जग्गी के साथ मजबूती के साथ खड़े हैं। ठाकुर सुखविंदर सिंह सुक्खू ने कहा कि सरकार शिक्षा और स्वास्थ्य क्षेत्रों के आधुनिकीकरण पर विशेष बल दे रही है।

48 flights delayed due to low visibility at KIA

BENGALURU, DHNS

As many as 48 flights were delayed at Bengaluru's Kempegowda International Airport (KIA) due to low visibility caused by dense fog on Thursday.

The foggy conditions caused several delays between 4.44 am and 8 am, after overnight drizzle caused dense fog.

The 48 flights include both major and minor delays, with 69 minutes being the maximum delay. Of the 48 flights, 33 crossed the 15-minute threshold of the Directorate General of Civil Aviation (DGCA) standards for flight delays.

During this period, two flights were also diverted. An Air India Express flight (IX 2923) from Mangaluru was diverted to Chennai at 7.21 am and at 7.47 am, an Air India flight (AI 2653) from Delhi was diverted to Kochi.

Though both the north and south runways of KIA are equipped with CAT III-B instrument landing system, which is designed to provide support during low-visibility,

Mercury dips in Bengaluru

Bengaluru has seen a significant dip in temperatures over the last 15 days. The city recorded a minimum temperature of 16.7 degrees Celsius on Wednesday night, nearly 1.6 degrees less than the mean minimum temperature in November.

Details on Page 3

flight operations at the airport remain impacted due to low visibility during the winter months, especially during early mornings.

"While the airport is equipped with CAT III-B, it is also important that pilots are trained to use the system. Not many Indian airlines train their pilots, so the low visibility becomes a concern," shared an airport source.

CAT III-B It provides accurate lateral and vertical guidance to pilots, ensuring a safe and aligned descent.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

28 NOVEMBER 2025

Hosur airport: Tamil Nadu floats bid to select DTER consultant

E T B SIVAPRIYAN
CHENNAI, DHNS

The Tamil Nadu government on Thursday floated bids for a consultant to prepare a Detailed Techno-Economic Report (DTER) to develop a greenfield airport for the industrial city of Hosur in the Krishnagiri district, within weeks of applying for site clearance for the project.

The consultant, to be chosen by the TN Industrial Development Corporation (TIDCO), would be expected to prepare the report—including surveys, master planning, financial modelling, and on mandatory clearances, and

bid process management for the proposed site.

The move comes after the state government identified about 2,300 acres of land in the Hosur-Berigai- Bagalur-Shoolagiri quadrilateral in the Krishnagiri district for the airport.

While the process of preparing a Land Development Plan is still underway, TIDCO applied to the Union Civil Aviation Ministry for site clearance this month—the first of the many approvals needed.

“We will start acquiring the land needed for the project once the GO [government order] is issued,” a senior government official told *DH*.

The chosen location is close to the Tamil Nadu section of the Bengaluru Satellite Town Ring Road (STRR).

The TN government plans to build a single-runway airport with a capacity to handle 3 crore passengers a year.

The government believes the new airport would also attract freight traffic, as Hosur houses over 500 industries and about 3,000 MSME units.

The development comes amid Karnataka’s assertions that it would choose a location in South Bengaluru to build a second airport for the city. The Hosur airport will also benefit people from South Bengaluru due to its proximity.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

29 NOVEMBER 2025

एयरपोर्ट का पीएमजी की टीम ने किया निरीक्षण

जासं, ग्रेटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट का उद्घाटन नजदीक है। प्रधानमंत्री कार्यालय के तहत केंद्रीय प्रोजेक्ट मॉनिटरिंग ग्रुप की टीम ने शुक्रवार को नोएडा इंटरनेशनल एयरपोर्ट का निरीक्षण किया। देर शाम तक टीम एयरपोर्ट पर रही। टीम में एविएशन सेक्टर के विशेषज्ञ शामिल थे। उन्होंने एयरपोर्ट की सुरक्षा, टर्मिनल बिल्डिंग, एटीसी समेत सभी बिंदुओं पर जानकारी ली और गहनता से निरीक्षण किया। इसके अतिरिक्त कार्गो टर्मिनल का भी निरीक्षण किया।

प्रधानमंत्री कार्यालय से देश भर में चल रहे मेगा प्रोजेक्ट पर निगरानी व उनका समय से क्रियान्वयन के लिए प्रोजेक्ट मॉनिटरिंग ग्रुप (पीएमजी) गठित है। देश भर में मेगा परियोजनाओं की निगरानी इसकी जिम्मेदारी है। नोएडा इंटरनेशनल एयरपोर्ट की निगरानी भी पीएमजी लगातार कर होने के बाद शुक्रवार को पीएमजी की चार सदस्यीय टीम एयरपोर्ट का निरीक्षण करने जेवर पहुंची। करीब तीन बजे टीम ने एयरपोर्ट पहुंचकर अधिकारियों के साथ बैठक कर एयरपोर्ट के निर्माण एवं तकनीकी बिंदुओं की सभी पहलुओं से जानकारी ली। नोडल अफसर शैलेंद्र भाटिया ने बताया कि पीएमजी की चार सदस्यीय टीम को एयरपोर्ट की विस्तृत जानकारी दी गई है।

Hindon and the case for efficient, low-cost airports

A latecomer on India's aviation map, the Indian Air Force (IAF) owned-and-operated Hindon airport in Ghaziabad saw its first commercial flight in October 2019 — after much debate and discussion between the ministry of civil aviation (MoCA), IAF, and Delhi International Airport Limited (DIAL). Initially, the idea was to promote regional connectivity and give a fillip to the UDAN scheme. While a few airlines started operating flights from Hindon, the pandemic caused curtains to fall after a short appearance on the aviation stage.

It was only in March 2025 that commercial operations were revived, when the low-fare airline of the Tatas, Air India Express (AIX), unable to secure time slots at the DIAL airport, began operating flights from Hindon. Now, the airline operates over 50 flights a week, to five destinations, from the airport. Soon after, Star Air (20 departures a week, to four destinations), and IndiGo (52 departures a week, to six destinations) also began operating flights from the facility, transforming the sleepy airport into a mini aviation hub in the national capital region.

The good news is that its popularity seems to be on the rise. Even though the airport is a far cry from the fancy private airports India's fliers have got accustomed to, people are beginning to appreciate its advantages.

A frequent Delhi-to-Cochin flier recently wrote saying that she opted for Hindon when the tickets for her family on their preferred date of travel worked out to be cheaper overall than flying from the DIAL airport. The price differential was big enough for her to pick the one-stop option Hindon presented. She added that many budget-conscious yet regular travellers she knows personally are using Hindon to reach Chennai. A Gurgaon-based businessman told this writer that he regularly uses Hindon to meet clients in Jalandhar (flying to the Adampur airport) and finds the airport "adequate" for his needs. Another reader messaged to say that, barring the longish bus drive from the parking bay to the terminal, the airport is far easier and quicker to enter and exit (short

walks, easy access to cabs) than DIAL and works better for him locationally as he lives close to East Delhi. He saves time, if not money. For budget-conscious fliers (a growing segment) living in and around East Delhi and even Noida, Hindon is a lifeline, with its geographical advantage. Even travel portals are now recommending the airport to fliers.

Airlines, too, say that operating out of Hindon is cheaper in several ways. Since it is a no-frills, no-fuss facility, there is no user development fee.

Tax on fuel is 1% compared to Delhi's 25%, making it a haven for refuelling. Landing and navigation charges are far lower than DIAL, and what the Noida International Airport Limited (NIAL) will likely offer once it is functional. Back-of-the-envelope estimates from industry sources suggest that the airport is at least 15% cheaper to operate from than DIAL.

Keeping all of this in mind, here are some suggestions to the authorities that can make flying from Hindon a preferred option for many. While it might make India proud to showcase the fancy, over-the-top structures that Indian airports have evolved into after privatisation, the costs of operating from these have also been soaring, and many are beginning to feel the pinch.

In a country with varied income segments, there is a large mass of travellers who can afford air travel but not a cup of tea (tea bag, at that) for ₹300 — which is available for ₹10 the moment you step out of the airport terminal. We need to look at setting up low-cost, no-frills airports in the metros, to begin with, and later, across other big towns.

Why don't we start with sprucing up the Hindon airport (avoiding private players' tendency to turn airports into grand shopping malls), expand capacity while making it more functional, keep charges low and operate like Gatwick in London, which usually offers lower fares than its bigger rival, Heathrow (transport costs to Central London can be higher, though).

Let's up the game without making it a gold-plating exercise, add some conveniences (a few more food and seating options), remove hurdles travellers face, and address their complaints. Dirty toilets top the list (which has become something of an Airports Authority of India signature), but poor customer service in terms of information on delays and cancellations is a major issue too. Pilots say that IAF traffic often leads to excessive delays and hold-time in the air; so, better coordination with the IAF would be essential. This translates into close to 30-minute delays in almost all departures and, often, landings as well. There are airside issues that need resolving, including the lack of parking bays and the widening of taxiways, among others.

None of the above, however, is anything more than a small, niggling issue that can be easily tackled through sensible planning and organisation. It might be worthwhile for the authorities to welcome this new kid on the block and get it to thrive.



Anjali Bhargava



For budget-conscious fliers living in and around East Delhi and even Noida, Hindon is a lifeline.

HT ARCHIVE

Anjali Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal.



Corporate Communications Directorate

PIONEER

DELHI

29 NOVEMBER 2025

एयरपोर्ट से भाजपा का मिशन 2027 अभियान भरेगा उड़ान

पावनियर समाचार सेवा। नोएडा

नोएडा इंटरनेशनल एयरपोर्ट से भाजपा अपने मिशन 2027 की औपचारिक शुरुआत करने जा रही है। इसके शुभारंभ पर प्रधानमंत्री नरेंद्र मोदी की प्रस्तावित जनसभा उत्तर प्रदेश विधानसभा चुनाव प्रचार का पहला चरण मानी जाएगी। मुख्यमंत्री योगी आदित्यनाथ ने गुरुवार को एयरपोर्ट और जनसभा स्थल का निरीक्षण कर आवश्यक दिशा-निर्देश दिए। उन्होंने लगभग एक महीने के भीतर दूसरी बार एयरपोर्ट का दौरा किया और बताया कि दिसंबर में एयरपोर्ट का उद्घाटन प्रस्तावित है, जिसके लिए प्रधानमंत्री से समय मांगा गया है।

उल्लेखनीय है कि प्रधानमंत्री 25 नवंबर 2021 को नोएडा एयरपोर्ट के

शिलान्वास समारोह में भी पहुंचे थे। मुख्यमंत्री योगी ने कहा कि उद्घाटन के अवसर पर आयोजित होने वाला यह कार्यक्रम ऐतिहासिक होगा और पश्चिमी उत्तर प्रदेश में विकास की नई उड़ान भरेगा। जनसभा स्थल पर चार प्रवेश द्वार बनाए जा रहे हैं, जिनके संचालन और प्रधानमंत्री की आवाजाही को लेकर विशेष निर्देश जारी किए गए हैं।

भाजपा पदाधिकारियों का कहना है कि एयरपोर्ट उद्घाटन के अवसर पर होने वाली यह विशाल रैली मिशन 2027 की शुरुआत का आधार बनेगी। नेताओं ने कहा कि नोएडा इंटरनेशनल एयरपोर्ट एशिया के सबसे बड़े एयरपोर्ट में से एक बनने जा रहा है, जो पश्चिमी यूपी और एनसीआर में विकास, निवेश और लाखों रोजगार अवसरों का मार्ग खोलेगा।

CM Yogi conducts review of Noida airport works

PIONEER NEWS SERVICE

■ Lucknow/Noida

Uttar Pradesh Chief Minister Yogi Adityanath on Thursday carried out a detailed on-site inspection of the under-construction Noida International Airport at Jewar, officials said.

He also held a high-level meeting with senior officials.

Adityanath inspected the domestic terminal, the proposed inauguration venue, security management systems, traffic arrangements and various construction activities at the green-field airport, the Noida International Airport Limited (NIAL) said.

Following the inspection, the chief minister held a meeting with Union Civil Aviation Minister K Ram Mohan Naidu, senior officials from the Civil Aviation Ministry, DGCA, Bureau of Civil Aviation Security, CISF, Airport Authority of India, NIAL, district administration, police and the construction agency.

The meeting was also attended by Noida International Airport CEO Christoph Schnellmann, COO Kiran Jain, NIAL and Yamuna Expressway Authority CEO Rakesh Singh, and project's nodal officer Shailendra Bhatia. During the review,



Adityanath noted that the airport is yet to receive its aerodrome licence. He directed officials to urgently coordinate with security agencies and complete all pending compliance work, according to an official present in the meeting.

"The Noida International Airport is an ambitious project of the state. Any remaining security or operational requirements must be completed at the earliest and with the highest standards of quality," he said.

The CM further stressed that the project will play a pivotal role in boosting UP's development and global investment prospects, and instructed all departments to ensure that preparations for the inauguration are completed on time.

This is the second time in

just over a month that Adityanath has reviewed the project. On October 25, he inspected development works and held a presentation-based review with district and airport officials.

The Noida International Airport, coming up in Jewar under a public-private partnership model, is being developed by Yamuna International Airport Private Limited, a subsidiary of Zurich Airport International AG. The first phase spans around 1,300 hectares with one runway and a terminal building.

Once completed across four phases, it will cover nearly 5,000 hectares, making it India's largest airport in terms of area.

Passenger operations are expected to begin in the near future, though the gov-

ernment has not yet announced a revised inauguration schedule.

Earlier, in view of the CM's visit, the Gautam Buddha Nagar Traffic Police issued a traffic advisory asking commuters to avoid certain routes between 1 pm and 4 pm in Noida and Greater Noida. According to the advisory, traffic was regulated and diverted for short durations at points including Chilla/DND, Film City, Mahamaya Flyover and Zero Point on the Noida-Greater Noida Expressway.

Emergency vehicles, including medical and fire services, were allowed safe passage during the restrictions. Commuters were advised to use alternative routes to avoid inconvenience and ensure smooth traffic flow.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

28 NOVEMBER 2025

Cash, counterfeit currency hauls at NSCBI Airport

STATESMAN NEWS SERVICE

Kolkata, 27 November

A man carrying Rs 24 lakh in cash was detained at Kolkata airport on Wednesday afternoon, triggering fresh concerns over the frequent movement of unaccounted money and counterfeit currency across the state.

CISF personnel, during routine surveillance at Netaji Subhas Chandra Bose International Airport, intercepted the passenger after noticing suspicious behaviour.

During baggage scanning, officials detected bundles of high-value notes. As the man failed to provide satisfactory documents or a credible explanation for the cash, he was handed over to the local police for further questioning.



Earlier in the day, a separate incident at New Farakka railway station added to the alarm. Acting on a tip-off, a team from the New Farakka GRP, led by IC Prashanta Roy and assisted by acting officer Bappaditya Jha, conducted a search operation at the station.

Officers noticed a man loitering suspiciously on Platform No. 1 and detained him for questioning. A search of his belongings led to the recovery of counterfeit notes worth Rs 6 lakh, neatly packed

inside an office file concealed in his bag. GRP sources said preliminary interrogation suggests the man may be part of a larger network involved in circulating fake currency in the region.

Both cases are now under detailed investigation, with police examining possible links to organised rackets. With repeated cases of cash seizures and counterfeit currency surfacing across the state, security agencies say the pattern is deeply worrying.



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

28 NOVEMBER 2025

सप्ताह में तीन दिन ही मिलेगी बेंगलुरु की फ्लाइट

जासं, कानपुर : अभी सप्ताह में
तीन दिन ही बेंगलुरु की उड़ान
की सुविधा मिलेगी। लंबे समय से
बेंगलुरु की उड़ान नियमित करने
की मांग अभी पूरी नहीं



हो सकी
है। अभी
हेदराबाद की
उड़ान सुविधा

सप्ताह में चार दिन सोमवार,
बुधवार, शुक्रवार और रविवार
को मिलती है। बेंगलुरु के लिए
मंगलवार, गुरुवार और शनिवार
को उड़ान है। दिल्ली और मुंबई
के लिए रोज उड़ान है। इंडिगो के
एक अधिकारी ने बताया कि अभी
बेंगलुरु की उड़ान नियमित नहीं की
जा रही है।

AIRLINES ACCUSED OF CIRCUMVENTING NORMS, DENY CHARGE; MATTER IN DELHI HC

Fresh turbulence over pilot rest rules

YARUQHULLAH KHAN
New Delhi, November 28

A FRESH DISPUTE is brewing between domestic airlines and pilot unions over the implementation of the revised flight duty time limitations (FDTL) regulations, with pilots accusing carriers of misusing rest duty rules to maximise rosters and airlines maintaining that they are fully in compliance with the norms.

The dispute, which centres on interpretations of the civil aviation requirements (CAR) governing pilots' fatigue management, has now reached the Delhi High Court.

The Federation of Indian Pilots (FIP) and the Airline Pilots' Association of India (ALPA India) have written to the ministry of civil aviation and the Directorate General of Civil Aviation (DGCA), alleging that operators are reworking or selectively applying the

BONE OF CONTENTION

- Mandatory weekly rest clause requires airlines to provide pilots 48 hours of rest after 168 hours of duty time
- Pilots claim airlines are treating this timeline as seven consecutive days of work followed by two rest days
- Original intent, which is consistent with global practice, assumes five working days followed by two days off, they say



FDTL provisions for commercial convenience. Airlines have denied any irregularities, saying they constantly coordinate with the DGCA to ensure proper implementation of regulations and passenger safety.

At the centre of the conflict is the mandatory weekly rest clause that requires airlines to provide pilots 48 hours of rest after 168 hours of duty time. Pilots claim airlines are treating this timeline as seven consecutive days of work followed by

two rest days, while the original intent, which is consistent with global practice, assumes five working days followed by two days off. They allege this interpretation allows carriers to run continuous schedules and strain rosters while staying formally within regulatory limits.

Pilots argue that the weekly rest is weakened further because airlines place them on active standby rosters immediately afterward, counting those standby days as days off even

though pilots must remain ready to fly at short notice. Senior commanders told *FE* that this effectively delays the next weekly rest cycle and continues to keep pilots under operational pressure. The unions have also objected to the treatment of night duties. Although the revised norms define night duty as any duty between midnight and 0600 hours, triggering enhanced rest, pilots allege that airlines determine eligibility only by landing time. A pilot said

that shutting down engines at 23:59 exempts the flight from night-duty classification, even if cockpit duties continue beyond midnight for documentation and shutdown procedures.

ALPA has raised another concern around night-landing limits within a flight duty period. According to the union, airlines classify deadheading segments — where pilots travel as passengers for repositioning — as non-operating sectors for the purpose of calculating total night landings. This, ALPA says, artificially reduces the recorded number of landings and bypasses the safety objectives built into the regulation.

Pilots contacted across Air India, Air India Express, IndiGo and SpiceJet reported similar experiences, describing the concerns as industry-wide rather than airline-specific. Airlines say their practices align strictly with DGCA regulations and fatigue management standards.





Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

29 NOVEMBER 2025

HT Hindustan Times

TENSIONS MARKED U.S., INDIA CRASH PROBE: REPORT

HT Correspondent

letters@hindustantimes.com

NEW DELHI: The investigation into the deadly Air India Flight 171 crash began with significant tensions between Indian and American authorities, including a dramatic standoff over where the blackboxes should be accessed, The Wall Street Journal reported on Friday.

The crash on June 12 killed 260 people, including all but one of the 242 people aboard the Boeing 787 Dreamliner and 19 on the ground when the aircraft plummeted into a hostel for

continued on →17

Hindustan Times

up lower than usual, thereby keeping the GDP deflator low. However, this is something in keeping with the existing methodology and does not mean there is something wrong with the real GDP data. As inflation, both retail and wholesale, bottoms out this statistical boost to real growth is expected to come down.

AI CRASH PROBE

medical students in Ahmedabad shortly after takeoff. It was the first fatal crash involving the Dreamliner.

The friction came to a head in late June when Indian officials warned American black-box specialists to take a late-night military flight to a remote laboratory in Kurwa, according to the Journal. While the report did not detail the state, the reference could be to the town in Uttar Pradesh. Jennifer Homendy, chairwoman of the US National Transportation Safety Board, blocked the plan over security concerns related to State Department warnings about terrorism and military conflicts in the region, the report stated.

Queries to the government went unanswered.

Homendy made urgent calls to transportation secretary Sean Duffy and the chief executives of Boeing and GE Aerospace, the newspaper reported. At her request, state department officials intercepted the NTSB recorder specialists at the Delhi airport.

The NTSB chairwoman then issued an ultimatum: If Indian authorities didn't choose between New Delhi and Washington as a location within 48 hours, she would withdraw American support from the investigation, according to people familiar with the matter cited by the Journal.

Indian authorities relented and agreed to analyse the flight recorders in New Delhi using specialised equipment provided by the NTSB, the newspaper reported, citing interviews with more than a dozen people familiar with the probe and internal documents.

The investigation has exposed deeper rifts between the two nations over the crash's likely cause, according to the Journal. American government and industry officials privately believe the evidence points to Captain Sumit Sabharwal deliberately crashing the aircraft, though no official conclusion has been reached.

Indian pilots associations, authorities and the Supreme Court have cautioned against making any judgment on either of the pilot's culpability.

According to the preliminary report released by the Aircraft Accident Investigation Bureau (AARB) – the independent agency probing the crash – flight recorder data showed the fuel switches "were transitioned from run to cutoff, one after another at an interval of one second".

The Journal report claimed new purported clues from cockpit voice recordings. Voice recorders revealed the captain remained calm while the first officer seemed to panic, exclaiming "Oh s—!" in the final moments, according to people familiar with an air-traffic control recording cited by the newspaper. Data also showed Sabharwal didn't pull back on the aircraft's yoke in the final moments, while First Officer Clive Kusder did pull up at the end, the report stated.

"These 10 seconds will be argued, debated, studied, and scrutinised for decades to come," Patrick Lusch, the FAA's lead investigator in the probe, said in a LinkedIn comment that was later deleted, according to the report.

At the height of the tensions, GVG Yugandhar, chief of India's Aircraft Accident Investigation Bureau, emphasised his agency's capabilities early in the probe, telling American investigators "we're not a Third World country" and "we can do anything you all can do," according to people familiar with his remarks cited by the Journal.

Indian officials believed a facility in Kurwa had more capabilities and expressed concern that the New Delhi facility would attract media attention. They also proceeded with certain aspects of the probe sequentially rather than concurrently, frustrating American investigators who prioritised downloading black-box data to determine if a broader safety threat existed.

Days stretched on after the crash without a black-box readout. "We're clamping at the bit to get the data," one FAA official in Washington said at the time, according to the Journal.

Homendy attempted to reach Yugandhar for updates on the black boxes, but her attempt went unanswered, the newspaper reported. The NTSB also tried to set up a virtual meeting between Yugandhar and a US safety official, but the Indian official didn't log on.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

29 NOVEMBER 2025

350 AI & IndiGo A320s to be grounded, travel chaos likely this weekend

Saurabh Sinha | TNN

New Delhi: Air travel will be majorly impacted in India and across the globe with the world's largest selling single aisle — Airbus A320 family of planes — going to be grounded this weekend for a software upgrade. In India, over 350 A320 family planes of IndiGo and Air India Group will be grounded for this upgrade that is expected to be over in 2-3 days.

They are expected to resume flying by next Monday or Tuesday. Globally about 6,000 aircraft are likely to be impacted by this. The upgrade is in wake of an American low-cost carrier JetBlue's A320 operating from Cancun to Newark on Oct 30, "unexpectedly pitch(ing) downward without pilot input".

The uncontrolled descent "likely occurred during an ELAC (flight control computer) switch change," according to National

Transportation Safety Board. The aircraft diverted to Tampa, where some passengers were hospitalised.

Tackling this issue requires a software upgrade. For the new A320 family planes, the work requires about half-an-hour on each plane through "loading facility". On the older A320s, hardware upgrade will also be required and hence the work will take longer.

SOFTWARE UPDATE

In India, almost all IndiGo A320 family planes are the new variants. The older A320s are in single digits. So IndiGo, which has over 350 A320 family planes in its fleet, upgrade on the required 250 aircraft should be over by Monday or Tuesday, said sources. Air India, which has about 120-125 A320 family planes, should also have the same situation, with over 100 impacted, sources added.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

28 NOVEMBER 2025

AIRPORT TESTS EMERGENCY RESPONSE



A full-scale emergency exercise under way at the airport on Thursday. The airport operator said the biannual drills simulated an aircraft overshooting the runway and catching fire. It tested the response of participating stakeholders, such as the ATC, airlines, ground handling agencies, CISF, police, and state and national disaster management agencies



Corporate Communications Directorate

THE TRIBUNE

DELHI

29 NOVEMBER 2025

Aviation leap, pilot shortfall

SHEKHAR SINGH

INDIA'S aviation story in 2025 is racing ahead, but the cockpit is running empty. On November 15, at a session on the sidelines of the CII Partnership Summit in Visakhapatnam, Union Civil Aviation Minister K Ram Mohan Naidu delivered a warning that the country will need around 30,000 more pilots as domestic airlines await the delivery of nearly 1,700 aircraft from Boeing and Airbus. The numbers he cited cut sharply through the optimism. India currently has only about 8,000 pilots for a fleet of 834 aircraft and the gap is growing far faster than the pipeline that is supposed to fill it.

The Minister's message was clear: The growth of India's skies will collapse unless the country urgently fixes the manpower deficit. His remarks have triggered serious conversations across the sector, from training schools and airline planners to industry analysts who say the crisis is not on the horizon anymore. It is here.

SHORTAGE OF TRAINED CREW

The arithmetic is unforgiving. Airlines cannot run aircraft efficiently without a deep pool of trained crew. Each narrow-body aircraft needs between 10 and 15 pilots to keep schedules stable. This includes captains, first officers, trainees, reserves, and those on rotation or medical leave. If the fleet expands by another thousand aircraft, the sector would require a minimum of 15,000 additional pilots and this is a conservative estimate. When seen with the Minister's projection for 1,700 incoming aircraft, the requirement balloons. The industry knows this is not an ambitious wish-list. It is the bare minimum needed to prevent disruptions, cancellations, and operational risk.

Industry experts say the current capacity of Flying Training Organisations (FTOs), the backbone of India's pilot pipeline, is simply too small to meet demand. Many FTOs operate with limited aircraft, dated equipment, and too few instructors. They struggle to train even a few hundred candi-

India will need around 30,000 more pilots as domestic airlines await the delivery of 1,700 aircraft. Where are they?

dates a year. As the orders pile up for new jets, the shortage of training infrastructure becomes an even bigger obstacle than buying aircraft.

REALITY CHECK

Jaideep Mirchandani, Group Chairman of Sky One, said that to manage operations efficiently, each aircraft needs about 10 to 15 pilots so that airlines can plan their schedules without disruption. "This means that if the fleet grows by another 1,000 aircraft, the minimum requirement could rise to nearly 15,000 pilots. Viewed in that context, the Minister's remarks highlight the urgency of addressing the pilot shortage. A key step in this direction is to expand the number of high-quality FTOs, as the existing facilities can train only a limited number of candidates," he said.

Mirchandani also offered a reality check. Expanding FTOs cannot be done overnight. "In order to address the pilot shortage, the priority should be to address basic challenges first. It should be a long-term plan as the deliveries of new flights need to follow a practical timeline," he said.

The government, he acknowledged, is taking proactive steps to fast-track certifications and increase the number of institutions. But creating world-class flight schools requires heavy investment, long-term planning, and steady regulatory support. He pointed to possible solutions: partnerships between global training centres and Indian airlines, similar to joint training models used in other major aviation markets. Such collaborations can bring in modern aircraft, advanced simulators, and experienced instructors far quicker than the domestic sector can produce them.

THE BIGGEST BARRIER

The financial burden of becoming a pilot in India, including flying hours, simulator training, type rating and certification, can run into tens of lakhs of rupees. For many students, this is a dealbreaker. Those who can afford it often choose to train abroad where completion times are faster and training quality more consistent. India ends up losing talent even before it enters the system.

"Our policymakers, educational facilities, and financial institutions can also think of encouraging them through incentives, awareness campaigns, and special sessions to inspire them to consider aviation as a career," said Mirchandani.

As per experts, without structured support, educational loans at reasonable rates, scholarships, or government-backed training subsidies, the sector will continue to miss out on potential candidates.

Even if India scales up training drastically, another challenge looms: retention. Airlines around the world are hiring aggressively, especially Middle Eastern and Southeast Asian carriers that offer higher pay, better rosters and faster career progression. Unless Indian airlines improve working conditions, pay bands, and training pathways, the country may end up training pilots who eventually fly foreign jets.

"The wider consequences of inaction are severe.

If the pilot supply fails to keep pace with aircraft induction, airlines may be forced to slow expansion, drop new routes, or rely on foreign pilots, an expensive and temporary fix. Network expansion may stall just as regional air travel is taking off. Passenger load may outgrow capacity, leading to higher fares, reduced connectivity for smaller cities and a slowdown in the aviation-driven economic push the government champions," said a pilot, who doesn't wish to be named.

The country stands at a pivotal moment. It must decide whether to treat the pilot gap as a short-term staffing problem or a long-term national capacity challenge. The question is whether India can act fast enough. The planes are coming. The skies are open. The clock is ticking.