



1. Aircraft on display on the second day of Wings India at Begumpet Airport 2. The Surya Kiran Aerobatic Team performs at Begumpet Airport on the second day of Wings India 2026 on Thursday. — S. SURENDER REDDY

TG bags top aviation award, Air India orders 30 aircraft

Bhatti and Naidu highlight India's rise as a global aviation powerhouse

MRITTIKA BANERJEE | DC
HYDERABAD, JAN. 29

Aviation rests on trust long before it rests on technology. Deputy Chief Minister Mallu Bhatti Vikramarka said at Wings India 2026, where Union civil aviation minister Ram Mohan Naidu and industry leaders gathered for the event's second day of major fleet orders, manufacturing agreements and awards.

Telangana received the award for best state for promotion of aviation ecosystem, while one of the most consequential announcements came from Air India, which placed an additional order for 30 fuel-efficient narrowbody aircraft from Boeing which took its total aircraft order book to 600 aircraft.

"India is no longer just flying aircraft. We are designing, building and leading global aviation," Naidu said, placing the day's announcements within a wider push to move the country from a large market to a global aviation power.

Bhatti framed flight as a public act of faith. "Everytime passenger boards an aircraft, they trust engineers they will never meet, regulators they do not know...and systems that must function perfectly," he said, adding that India was no longer confined to one end of the aviation value chain. "We are becoming designers, manufacturers, maintainers, and innovators."

Those claims were backed by a string of announcements. Air India also signed a multi-year agreement with Boeing Global Services for its Component Services Programme covering its Boeing 787 fleet, including aircraft on order. The airline separately reached an agreement with Airbus to convert 15 A321neo aircraft into the A321XLR variant, a move expected to support new non-stop

international routes.

Manufacturing and maintenance featured prominently in other deals. Hindustan Aeronautics Limited entered into a contract with Pawan Hans Limited for the supply of 10 Dhruv Next Generation helicopters, strengthening the civil helicopter segment.

The Airports Authority of India signed an agreement with Airports Council International for the Airports Management Professional Accreditation Programme, under which more than 115 aviation professionals will be trained over five years.



Civil Aviation Minister Ram Mohan Naidu Kinjarapu, Deputy Chief Minister Mallu Bhatti Vikramarka, Minister Ponguleti Srinivasa Reddy and others at the awards presentation ceremony on the second day of Wings India 2026 on Thursday. — DC



Experts discuss drones at Wings India 2026 roundtable.

Drone sector enters demanding phase

DC CORRESPONDENT
HYDERABAD, JAN. 29

India's expansion of drone use is entering a more demanding phase, where scale must be matched by clarity on regulation, security and civilian purpose, speakers said at a Wings India event here on Thursday. "We want to move towards Atmanirbharta, proliferate mission-critical applications and then at the top of the pyramid is regulatory excellence," said Piyush Srivastava, senior economic adviser at the ministry of civil aviation.

He was speaking at a roundtable on drones, 'From Proliferation to

Purpose-Building a Self-Reliant, Secure and Globally Competitive Drone Ecosystem' Moderated by Ezhilan Namanan, product and strategic partnership head at ideaForge, the discussion circled around growth numbers to examine how drones are governed, financed and deployed across sectors.

Manufacturing incentives, Srivastava added, had delivered results disproportionate to their size, "punched above its weight," multiplied investment and employment, and helped India emerge as a drone exporter. Regulation has followed a similar change.



Visitors look at displays during the air show. — DC

Panel call for faster aviation training

DC CORRESPONDENT
HYDERABAD, JAN. 29

A warning that India's aviation growth will outstrip its training capacity unless skilling, regulation and finance change formed the core of the discussion at the roundtable on flying training and skilling in aviation at Wings India 2026, where industry leaders and regulators spoke about the systems that decide who gets trained, how quickly and at what cost.

Chaired by Prof. Bhriгу Nath Singh, Vice Chancellor of Rajiv Gandhi National Aviation University, and moderated by Air Cmde Vipul Singh (retd.), Director of IGRUA, the discussion revolved around training squarely within questions of safety, access and preparedness.

"If we do what we're doing today, it's not going to work," said Andrew Harrison, CEO, compliance and strategic initiatives at GMR Airports, pointing to nearly 1,900 aircraft on order for Indian airlines over the coming years. Airports, he said, often edge out flying schools as traffic rises, even though the same sys-

tem later struggles to supply pilots.

"If we don't have flying training schools, nobody will be flying in a commercial aircraft anywhere," he said, pressing for regulatory flexibility and room within operational airports where trainees can learn under real conditions.

Christine Bohl, director, commercial training market at Boeing Global Services, said training too often sits as a compliance exercise rather than a safety control. "It all needs to come back to safety," she said, arguing that training outcomes must be tied more closely to safety data so corrective action happens before incidents. Bohl also flagged the narrowness of the current pipeline. Many young people, particularly in remote regions, do not see aviation as attainable. "Most of them have never seen an airplane. They don't believe it's a path that they can take," she said.

Questions of cost and capacity soon converged. Joel M. Davidson, CEO of AeroGuard Flight Training Centre, said flying schools largely survive on promoter capital.

India fleet to triple in decade, says Airbus

B. KRISHNA MOHAN | DC
HYDERABAD, JAN. 29

India's fleet of the 100-seater commercial aircraft will triple to 2,250 over the next decade, as the country becomes the third-largest civil aviation market in the world by 2035, said aircraft maker Airbus in its market outlook on Thursday.

Presenting the outlook at the Wings India 2026, Jurgen Westermeier, president and managing director, Airbus India and



Drone show at Begumpet Airport. — DC

South Asia, said the first India-made and assembled Airbus C-295, a twin-engine medium military

transport aircraft, will be delivered in the third quarter of 2026.

Airbus is establishing final assembly lines for the Airbus H125 helicopters, which will be targeted for delivery next year. Currently, Airbus sourcing in India stands at \$1.5 billion, where more than half of it is complex parts up to doors, and is also looking into raw material composites to further strengthen the sourcing in the country. Westermeier said in the presentation.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

31 JANUARY 2026

GMR AERO WINS ACCOLADES AT WINGS INDIA

**FC CORRESPONDENT
HYDERABAD, JAN. 30**

GMR Aero, the aviation business arm of the GMR Group, won accolades at the aviation industry event Wings India 2026 for its Delhi International Airport (DIAL) and GMR Aero Technic, its Hyderabad-based aircraft maintenance subsidiary. The awards were presented by civil aviation minister K Rammohan Naidu on Thursday.

DIAL got the 'best airport of the year', award for excellence across passenger experience, operational efficiency, infrastructure development, and tech-led innovation.

"We remain committed to operational excellence, sustainability and building future-ready aviation infrastructure aligned with India's rapidly expanding aviation," said GBS Raju, business chairman, GMR Aero.

आइजीआइ को 'बेस्ट एयरपोर्ट आफ द ईयर' का मिला सम्मान



विम्स इंडिया 2026 में आइजीआइ एयरपोर्ट को 'बेस्ट एयरपोर्ट आफ द ईयर' का सम्मान देते हैं।
देश के केंद्रीय नागरिक उड्डयन मंत्री के राममोहन नायडू ● सौजन्य: एयरपोर्ट

जगरण संवाददाता, नई दिल्ली: दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय (आजीआइ) हवाई अड्डे को देश के सबसे बड़े नागरिक उड्डयन कार्यक्रम विम्स इंडिया 2026 में बेस्ट एयरपोर्ट आफ द ईयर का सम्मान मिला है। यह पुरस्कार उत्कृष्ट यात्री अनुभव, परिचालन दक्षता और तकनीकी नवाचार के लिए दिया गया है।

हैदराबाद में आयोजित समारोह में केंद्रीय नागरिक उड्डयन मंत्री के राममोहन नायडू ने आइजीआइ एयरपोर्ट की आपरेटर कंपनी जीएमआर समूह को यह पुरस्कार दिया। कार्यक्रम का आयोजन नागरिक उड्डयन मंत्रालय, भारतीय विमानपत्तन प्राधिकरण (एएआइ)

और फिक्की द्वारा किया गया था। जीएमआर के अंतर्गत आने वाली दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) दिल्ली एयरपोर्ट का संचालन करती है। आइजीआइ एयरपोर्ट में पिछले कुछ वर्षों में स्मार्ट सिस्टम, डिजिटल यात्री सुविधा और क्षमता विस्तार में लगातार बढ़ोतरी हुई है। यही कारण है कि भारी ट्रैफिक के बावजूद यहाँ यात्रियों का आवागमन सुचारु रूप से होता है। यह हवाई अड्डा न केवल भारत का सबसे व्यस्त विमानन केंद्र है, बल्कि वैश्व स्तर पर भी एक प्रमुख हब के रूप में उभरा है। यह देश को दुनिया के बड़े अंतरराष्ट्रीय गंतव्यों से जोड़ने में महत्वपूर्ण भूमिका निभा रहा है।



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RS DAINIK JAGRAN

DELHI

31 JANUARY 2026

आइजीआई को 'वेस्ट एयरपोर्ट आफ द ईयर' का सम्मान

नई दिल्ली : दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय (आजीआई) हवाई अड्डे को देश के सबसे बड़े नागरिक उड़्डयन कार्यक्रम विंग्स इंडिया 2026 में वेस्ट एयरपोर्ट आफ द ईयर का सम्मान मिला है। यह पुरस्कार उत्कृष्ट यात्री अनुभव, परिचालन दक्षता और तकनीकी नवाचार के लिए दिया गया है। (जासं)



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JANUARY 2026

Delhi bags best airport of the year award at Wings India '26

EXPRESS NEWS SERVICE

@ Hyderabad

INDIRA Gandhi International Airport, operated by Delhi International Airport Limited, has bagged the 'Best Airport of the Year' award instituted by Wings India 2026.

The award was presented to the airport representatives on Thursday evening by Civil Aviation Minister Ram Mohan Naidu during Wings India 2026 at Begumpet Airport in Hyderabad. The four-day Wings event meet is organised by the Ministry of Civil Aviation and the Federation of Indian Chambers of Commerce and Industry.

InterGlobe Service Limited, the parent company of Indigo Airlines, received the Best Aviation Service Provider award. Kempegowda International Airport in Bengaluru has received the award in the category of Best Airport above 25 million passengers per annum.

The other airports which bagged awards were Pune (10-25 mn passengers per year) and Lucknow Airport (5-10 mn psgs per yr), Port Blair (less than 5 mn psgs per year) and Holongi airport in Itanagar (under Udan scheme).

Meanwhile, Air India Express was conferred the Best Domestic Connectivity Airport.



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NAVBHARAT TIMES

DELHI

31 JANUARY 2026

आईजीआई एयरपोर्ट पर पायलट प्रोजेक्ट धुंध से उड़ानों की देरी में कमी लाने में इस्तेमाल होगा वाईफेक्स डेटा

भास्कर न्यूज़|नई दिल्ली

दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) आईजीआई

एयरपोर्ट पर पायलट प्रोजेक्ट के रूप में विंटर फॉग एक्सपेरिमेंट

(वाईफेक्स) के डेटा का उपयोग करेगा, ताकि धुंध और कोहरे के कारण उड़ानों में होने वाली देरी और व्यवधानों को कम किया जा सके।

डायल के सीईओ विदेह कुमार जयपुरियार ने कहा, वाईफेक्स 85% से अधिक सटीकता के साथ यह बता सकता है कि धुंध या कोहरा कब

शुरू होगा, कितना घना होगा और कब छंटेगा। यह प्रारंभिक जानकारी एयरलाइंस, एयर ट्रैफिक कंट्रोल और ग्राउंड टीमों के बीच सक्रिय योजना और सुचारू समन्वय को सक्षम करेगी, जिससे उड़ानों में देरी कम होगी और यात्रियों के लिए यात्रा अनुभव अधिक भरोसेमंद साबित होगा। इस प्रोजेक्ट में तापमान, आर्द्रता, वायु प्रोफाइल, एरोसोल, प्रदूषण कण, विकिरण, कोहरे की सूक्ष्म भौतिकी और दृश्यता में बदलाव से जुड़ा डेटा अत्याधुनिक उपकरणों जैसे लाइडार, सीलोमीटर, विकिरण सेंसर, एरोसोल काउंटर और रिमोट सेंसिंग टावरों के जरिए एकत्र किया जाता है।





Corporate Communications Directorate

BUSINESS STANDARD

DELHI

31 JANUARY 2026

Pilot weekly rest norms not diluted, DGCA tells HC

The aviation regulator told the Delhi High Court on Friday that it had not diluted norms on pilots' weekly rest and that no airline has been granted any exemption from the requirement. Appearing for the Directorate General of Civil Aviation (DGCA), Advocate Anjana Gosain told a Division Bench of Chief Justice Devendra Kumar Upadhyaya and Justice Tejas Karla that weekly rest for pilots remains mandatory and continues to be enforced. "Weekly rest is non-negotiable, and it cannot be tampered with. No relaxation has been given to any of the airlines. We have not withdrawn it. This statement can be there that weekly rest remains in operation," she said. AS REPORTER

Air India working on revised plan for profitability

Air India is working on a revised plan for achieving profitability, which is likely to be at least three to four years away, as the Tata group-owned airline grapples with multiple headwinds, according to sources. The sources also said that the airline is likely to record more than ₹15,000 crore loss in the current financial year. The Pakistan airspace closure and fatal Dreamliner crash last June, among other developments, have significantly impacted the financials of loss-making Air India, which is in the middle of the ambitious five-year transformation plan Vihaan.AI. Under this scheme, months after Air India was privatised, the airline was expected to be in the green within a five-year period. PTI

AERIAL | MOBILITY Rising incomes, lower costs to widen access to air taxis

Skyportz sees India as major air taxi hub

DC CORRESPONDENT
HYDERABAD, JAN. 29

Australia-based vertipad developer Skyportz has projected India as one of the world's largest future air taxi markets, with an estimated 200 to 250 million passenger trips a year by 2045. Delhi alone is expected to account for around 40 million trips.

"The India story is compelling because the need is clear. Congestion is persistent, travel times are long, and people value reliable time savings," said Clem Newton-Brown, chief executive officer of



Air show pilots pose for a picture at the Wings India 2026 on Thursday.

— DC

Skyportz, after releasing a market study released at the Wings India 2026 on Thursday.

The Advanced Air Mobility vertipad market study places Delhi as a high-potential launch city and it cited long commute distances, slow peak-hour travel speeds and heavy dependence on road transport. The report projects annual passenger revenues of about \$400 million in Delhi by 2045, with an indicative extrapolation of \$2.5 billion across India over the same period.

Skyportz's modelling estimates demand for about 10,000 to 15,000 vertipads across the country by 2045, anchored by a requirement of around

2,200 pads in Delhi. The study notes that rising household wealth and comparatively lower operating costs could widen access to air taxi services over time, while supporting dense urban commuter networks alongside intercity and regional routes.

As air taxi costs fall, the report says services within cities and between nearby cities become more competitive which will lead to demand for facilities spread across metropolitan areas rather than concentrated at a few locations.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

31 JANUARY 2026

'नए फ्लाइट ड्यूटी नियम तुरंत वापस लेने का कारण बताएं'

हाई कोर्ट ने कहा, डीजीसीए व इंडिगो दाखिल करें हलफनामा

जागरण संवाददाता, नई दिल्ली: पायलटों के लिए फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) के नए नियमों को लागू करने के संबंध में एयरलाइंस को डायरेक्टोरेट जनरल आफ सिविल एवोसिएशन (डीजीसीए) द्वारा दी गई अनिश्चित छूट पर शुक्रवार को हाई कोर्ट ने सवाल उठाया। मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय व न्यायमूर्ति तेजस कारिया की पीठ ने डीजीसीए से नए फ्लाइट ड्यूटी नियम को तुरंत वापस लेने के पीछे का कारण बताने को कहा। उसमें कहा गया था कि किसी भी छुट्टी को साप्ताहिक आराम से नहीं बदला जाएगा। पीठ ने जनहित याचिका पर डीजीसीए के साथ इंडिगो को नोटिस जारी कर दो सप्ताह में हलफनामा दाखिल करने को कहा।

पांच दिसंबर, 2025 को डीजीसीए ने एफडीटीएल में छूट दी, ताकि इंडिगो के पास ड्यूटी पर ज्यादा पायलट हों और रुकावटों को कम करके आपरेशन को सामान्य



पायलटों से जुड़े नियमों का मामला, नए नियमों को लागू करने से रोकने के डीजीसीए के निर्णय को दी गई है चुनौती

किया जा सके। हालांकि, पांच दिसंबर से पहले सप्ताह में इंडिगो ने देश भर में सैकड़ों उड़ानें रद्द कर दी थीं, क्योंकि एयरलाइन पायलटों के लिए नए फ्लाइट ड्यूटी नियमों को लागू करने के लिए पूरी तरह तैयार नहीं थी, पीठ ने पूछा जब इंडिगो को नाइट ड्यूटी नियमों में अस्थायी छूट दी गई थी, तो साप्ताहिक आराम व छुट्टियों को न बदलने वाले नियम को बिना किसी डेडलाइन के क्यों वापस ले लिया। कोर्ट ने प्रश्न किया कि शिकायत यह लगती है कि छुट्टी

व साप्ताहिक अवकाश को मिलाया नहीं जा सकता था, जिसे एक खास एयरलाइन में गड़बड़ी की वजह से वापस ले लिया। आप एक ही दिन दो पत्र जारी कर रहे हैं, एक पत्र 10 फरवरी तक के लिए है, जबकि दूसरा अनिश्चितकाल के लिए। यदि पहले पत्र पर डीजीसीए जवाब गड़बड़ी के बारे में था व दूसरा पत्र भी गड़बड़ी की वजह से था, लेकिन डीजीसीए ने रात्रि ड्यूटी के लिए समय 10 फरवरी तक सीमित कर दिया है। कोर्ट ने पूछा, दूसरे के लिए ऐसा क्यों नहीं? उक्त टिप्पणी कर सुनवाई अप्रैल तक के लिए स्थगित कर दी। कोर्ट ने उक्त सवाल व टिप्पणी तब की जब डीजीसीए ने कोर्ट को बताया कि रेगुलेटर एक नवंबर 2025 को एफडीटीएल लागू होने के बाद स्थिति पर नजर रख रहा है।



खबर विस्तार से पढ़ने के लिए क्यूआर कोड स्कैन करें।

साथी पायलट नहीं आया तो कैप्टन सुमित कपूर ने उड़ाया था विमान

जगरण संवाददाता, नई दिल्ली: महाराष्ट्र के बरामती में हुए भीषण विमान हादसे में मारे गए पायलट कैप्टन सुमित कपूर को उस दिन इयूटी नहीं थी।



विमान उड़कर ले जाने वाले उनके एक साथी पायलट के ट्रैफिक जाम में फँस जाने के कारण आखिरी समय में उन्हें यह जिम्मेदारी सौंपी गई थी। यही उनके लिए 'अंतिम उड़ान' साबित हुई।

62 वर्षीय कैप्टन सुमित अपने परिवार के साथ राजौरी गार्डन के एम ब्लॉक में रहते थे। परिवार में बुजुर्ग पिता के अलावा पत्नी चीना, बेटा शिव व बेटा हैं। शिव उसी वीएसआर वेंचर प्राइवेट लिमिटेड में पायलट हैं, जिससे उनके पिता भी जुड़े थे। वहीं, बेटा के पति भी एक पायलट हैं। कैप्टन सुमित कपूर कुछ ही दिन पहले हंगकांग से वापस लौटे थे। हादसे वाले दिन जब अचानक उनको उड़ान भरने के लिए कहा गया तो उन्होंने तुरंत वीएसआर वेंचर के विमान लियरजेट 45 एक्सआर की कमान संभाल ली।

बीते दिनों महाराष्ट्र के बरामती में हुए भीषण विमान हादसे में मारे गए कैप्टन सुमित की उस दिन नहीं थी इयूटी

'पायलट एरर' की अटकलों से आहत है परिवार

हादसे के बाद 'पायलट एरर' की अटकलों ने शोक संतप्त परिवार को और अधिक दुखी कर दिया है। उन्होंने इस पर गहरी नाराजगी जताई है। सुमित कपूर के परिवार के एक मित्र ने बताया कि वह एक अनुभवी पायलट थे। 15 हजार से अधिक घंटों का अनुभव रखने वाले उनके अनुभव पर सवाल उठाना सही नहीं है। यही नहीं, वे सहारा एयरलाइंस और जेट एयरवेज जैसे संस्थानों में महत्वपूर्ण पदों पर रहे थे। वे बोइंग 737 के घरीक्षक (एजाभिनर) भी थे।



पूरी खबर पढ़ने के लिए य्यू आरकोड स्कैन करें

पायलटों से जुड़े नियमों को लागू करने में इंडिगो को छूट पर उठाया सवाल

दिल्ली हाई कोर्ट का डीजीसीए व इंडिगो को नोटिस जारी कर हलफनामा दाखिल करने का निर्देश

एफडीटीएल के नए नियमों को लागू करने से रोकने के डीजीसीए के निर्णय को दी चुनौती

जागरण संवाददाता, नई दिल्ली

पायलटों के लिए फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) के नए नियमों को लागू करने के संबंध में इंडिगो एयरलाइंस को नागरिक उड्डयन महानिदेशालय (डीजीसीए) द्वारा दी गई अनिश्चित छूट पर शुक्रवार को दिल्ली हाई कोर्ट ने सवाल उठाया। मुख्य न्यायाधीश देवेन्द्र कुमार उपाध्याय और न्यायमूर्ति तेजस कारिया की पीठ ने डीजीसीए से नए फ्लाइट ड्यूटी नियम को तुरंत वापस लेने के पीछे का कारण बताने को कहा। पीठ ने स्पष्ट किया कि किसी भी छूट को साप्ताहिक अवकाश से नहीं बदला जाएगा।

याचिकाकर्ताओं सबरी राय, अमन मोंगा और किरण सिंह ने जनहित याचिका में आरोप लगाया कि डीजीसीए ने नियमों में छूट सिर्फ इंडिगो को गैर-



दिल्ली हाई कोर्ट। फाइल

कानूनी तरीके से दी थी, जो पहली नजर में गलत इरादे से किया गया प्रतीत होता है। इस पर सुनवाई करते हुए पीठ ने डीजीसीए के साथ इंडिगो को नोटिस जारी कर दो सप्ताह में हलफनामा दाखिल करने का निर्देश दिया।

उल्लेखनीय है कि डीजीसीए ने 5 दिसंबर, 2025 को एफडीटीएल में छूट दी थी, ताकि इंडिगो के पास ड्यूटी पर अधिक पायलट हों और रुकावटों को कम करके संचालन को सामान्य किया जा सके। हालांकि, 5 दिसंबर से पहले इंडिगो ने देशभर में सैकड़ों उड़ानें रद्द कर दी थीं, क्योंकि एयरलाइन पायलटों के लिए नए फ्लाइट ड्यूटी नियमों को लागू



प्रतीकालम्बक

करने के लिए पूरी तरह तैयार नहीं थीं। सुनवाई के दौरान डीजीसीए ने बताया कि रेगुलेटर एक नवंबर 2025 को एफडीटीएल लागू होने के बाद स्थिति पर नजर रख रहा है।

इस पर कड़ी टिप्पणी करते हुए पीठ ने पूछा कि जब इंडिगो को नाइट ड्यूटी नियमों में अस्थायी छूट दी गई थी, तो साप्ताहिक अवकाश और छुट्टियों को न बदलने वाले नियम को बिना किसी डेडलाइन के क्यों वापस लिया गया।

पीठ ने सवाल उठाया कि शिकायत यह लगती है कि छूट और साप्ताहिक अवकाश को मिलाया नहीं जा सकता था, जिसे एक विशेष एयरलाइन में

गड़बड़ी के कारण वापस ले लिया गया। डीजीसीए एक ही दिन दो पत्र जारी कर रहा है, जिसमें एक पत्र 10 फरवरी तक के लिए है, जबकि दूसरा अनिश्चितकाल के लिए है। अगर पहले पत्र पर डीजीसीए जवाब गड़बड़ी के बारे में था और दूसरा पत्र भी गड़बड़ी को वजह से था, लेकिन डीजीसीए ने रात्रि ड्यूटी के लिए समय 10 फरवरी तक सीमित कर दिया है।

कोर्ट ने पूछा कि दूसरे के लिए ऐसा क्यों नहीं? इसी के साथ सुनवाई अप्रैल तक के लिए स्थगित कर दी।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) का कहना था कि एक आडिट के साथ-साथ एयरलाइंस से मिले प्रतिवेदन के आधार पर फैसला लिया गया था।

इसमें पायलट दोनों तरह की छुट्टियों को एक साथ ले रहे थे। डीजीसीए ने साफ किया कि पांच दिसंबर के फैसले के बाद भी पायलटों के लिए साप्ताहिक अवकाश अनिवार्य था और सीएआर द्वारा नियंत्रित था, जबकि छुट्टियां पायलट व एयरलाइन के बीच अनुबंध का मामला था।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

31 JANUARY 2026

Weekly Rest for Pilots Must, No Airline Given Exemption: DGCA to HC amid FDTL Dispute

Regulator says IndiGo only given limited, temporary relaxation on night flying rules

Indu Bhan

New Delhi: The Directorate General of Civil Aviation (DGCA) on Friday told the Delhi High Court that the flight duty time limitation (FDTL) rules on weekly rest of pilots are non-negotiable and that no relaxation has been given to any domestic airline.

DGCA counsel Anjana Gosain told a division bench of Chief Justice Devendra Kumar Upadhyaya and Justice Tejas Kariasid that the weekly rest provision continues to be in full force and has not been withdrawn or diluted in any manner.

"Weekly rest is non-negotiable," Gosain said. "It cannot be tampered with. No relaxation has been given to any airline in this regard."

She however informed the court that a temporary relaxation was given only to InterGlobe Aviation, the operator of IndiGo airline, on redefined night hours for pilots, increased night landings, and more flexible consecutive night duties to stabilise operations.



The relief was extended after an operational meltdown at IndiGo, India's largest airline, last December, the regulator said.

The bench then sought responses from InterGlobe Aviation, DGCA, and others on a petition challenging the regulator's keeping the FDTL rules in abeyance till February 10.

However, the court refused to include other airlines such as Air India, SpiceJet, and Akasa Air as parties to the case, as sought by InterGlobe Aviation.

Sabari Roy Lenka, a former aircraft engineer, had moved the high court claiming that the regulator didn't have the authority to keep the rules in abeyance and, therefore, they must come into force immediately. The rules were meant to improve "fatigue management" of pilots, said Lenka.

She also sought directions to restrain airlines from calling themselves low-cost as there was no statutory definition, classification, or legal recognition of a "Low-Cost Airline" under the Aircraft Act, 1934, the Aircraft Rules, 1937 or any Civil Aviation Requirement (CAR). Last year, DGCA introduced the FDTL rules to improve safety by limiting the duty hours of pilots, increasing rest periods, and reducing night landings.

Corporate Communications Directorate

THE FINANCIAL EXPRESS

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31 JANUARY 2026

● ARIK DE, CHIEF REVENUE & COMMERCIAL OFFICER, ETIHAD AIRWAYS

'Capacity constraints, not demand, capping India growth'

Etihad Airways considers India as critical to its long-term strategy, but feels that capacity constraints have stymied its growth potential in the country despite strong demand, high load factors and rising yields. The biggest constraint is policy (bilateral seat cap), not market appetite, says Etihad Airways Chief Revenue and Commercial Officer Arik De. In an interview with Akbar Merchant, he talks about why airfares continue to climb sharply and what easing capacity constraints could mean for traffic, revenue and long-term connectivity. Excerpts:

Etihad carried 22.4 million passengers globally in 2025, up 21% year-on-year. What

role did India play in this growth?

In 2025, we carried around 3.8-4 million passengers to and from India, making it one of our top five markets globally. Growth from India is running at 10-15% annually, but that growth is largely capacity-led. Demand is far stronger than what current seat entitlements allow us to serve.

How do you see India's position in Etihad's global network evolving?

India is firmly within our top five markets, by both passenger volume and yield. There is a difference, however, between potential and reality. India's macro fundamentals are extremely strong, with eco-

nomics growth north of 8%. If capacity constraints were eased, India could move higher. For now, as other markets grow faster due to more liberal bilaterals, India is likely to remain in the top five.

Is India a profitable and margin-accretive market for Etihad?

Absolutely. India makes money for us. We operate with healthy margins, and that is a prerequisite for sustainability. Load factors from India are close to or above 90%, com-

pared with our global average of about 88%, which underlines both demand strength and pricing discipline.

How does yield from India compare with other outbound markets?

India is among our top five markets by yield as well. This is driven partly by artificially constrained capacity, but also by the diversity of passenger segments we carry – VFR (visiting friends and relatives), leisure, busi-

LOAD FACTORS FROM INDIA ARE CLOSE TO OR ABOVE 90%, COMPARED WITH OUR GLOBAL AVERAGE OF ABOUT 88%



ness and premium traffic. Airfares from India are currently more than 15% higher year-on-year, and revenue growth is continuing even without additional capacity. While this is positive for airlines, it raises broader questions about long-term affordability and market development.

Capacity between India and Abu Dhabi is widely seen as constrained. How limiting is this today?

The bilateral has largely maxed out. Without additional seat allocations, passenger growth is difficult. We can make marginal adjustments through partnerships, including Air Arabia Abu Dhabi, but meaningful expansion requires policy action. India is building world-class airports and connectivity

demand is rising rapidly. Capacity needs to reflect that reality.

The Airbus A321LR has been introduced on the Abu Dhabi-Kolkata route. What does that say about premium demand from India?

The A321LR has lifted route revenue by over 20% on this route. It is a three-class aircraft, including two first-class suites, and premium cabin load factors are close to 80%. This validates our belief that Indian travellers value a high-quality, seamless product, even on narrow-body aircraft. We are evaluating Hyderabad and Bengaluru for potential A321LR deployment.

How important is India in Etihad's long-term strategy?

India is strategically critical. We are investing nearly \$4

billion in fleet renewal and refurbishments, and over the next 18-24 months, all India routes will feature flat-bed business class, regardless of aircraft type. New-generation aircraft are delivering 10-15% cost savings, mainly through lower fuel burn, supporting margins and sustainability. At the same time, policy constraints matter.

An Oxford Economics study estimates that the India-UAE bilateral limits could cost India 22.5 million passengers, \$5 billion in revenue and \$1.3 billion in tax revenue over five years. Competition and connectivity ultimately benefit consumers and the economy. India has 1.1 million Etihad Guest loyalty club members, growing at 25% annually, which underlines the long-term opportunity.

Indian pilots' body raises alarm over weakening of flight safety regulations

S Balakrishnan
MUMBAI

The Federation of Indian Pilots (FIP) has expressed its deep concern and disappointment at reports that the Union government is considering granting further extensions or relaxations to the recently implemented Flight Duty Time Limitation (FDTL) regulations.

"This is a sad moment for Indian aviation safety," FIS president Capt CS Randhawa stated. The committee led by Dr Nasim Zaidi, former director-general of civil aviation (DGCA) and ex-civil aviation secretary comprising of doctors and professionals, was formed in 2010 to formulate a scientifically-based report on FDTL. The committee submitted an exhaustive report in 2011. The key findings in the report were:

- Fatigue is biological and cannot be "managed away" by rostering or software;
- Midnight to 600am is the highest risk period due to low human alertness;
- Pilots need predictable rest and weekly off days for proper recovery and;
- Error rates rise sharply after crossing certain duty hour limits.

The DGCA did not base the FDTL Civil Aviation Regulations (CAR) on the panels report in either 2014 or 2019. Then FIP in 2019 went to Delhi High Court to challenge the FDTL CAR which was arbitrarily based and not providing adequate rest to the pilots. However, the DGCA in Oct 2023 formulated FDTL CAR based on the Dr Zaidi report. The FIP hailed this

decision. All these highlights were given to two parliamentary committees in December, 2025.

The revised FDTL norms were not arbitrary. They were the outcome of years of data, scientific fatigue studies, international best practices and prolonged legal proceedings undertaken in the interest of passenger safety and crew well-being. The prime aim of an FDTL is to provide adequate rest to pilots so that they are in high state of alertness and without fatigue, which in turn enhanced passenger safety, the FIP noted. "It is very unfortunate that least importance is given to FDTL and relaxations are granted to airlines to run commercial schedules of the airlines. The government should never compromise



The prime aim of an FDTL is to provide adequate rest to pilots so that they are in high state of alertness and without fatigue

All regulatory bodies around the world have Civil Aviation Regulations on Flight Duty Time Limitation with passenger and crew safety as the prime concern

Pilot fatigue is not an abstract concern. It is a proven operational hazard, recognised globally as a contributing factor in serious incidents and accidents

Fatigue impairs judgement, reaction time, situational awareness, and decision-making the very competencies that modern airline operations rely upon

safety of passengers by diluting the rules," Capt Randhawa noted.

These regulations were notified after giving airlines nearly two years of preparation time so that the pilots strength could be augmented. All airlines had been resenting the implementation of the new FDTL CAR. The FIP approached the Delhi High Court where the matter was pending and requested for an order for the implementation of the said CAR. The high court passed an order in March, 2025. The airlines again approached DGCA to implement 15 clauses of the CAR on July 1, 2025, and nine clauses on

November 1, 2025. The FIP objected but subsequently was helpless in the matter. It is a matter of concern that the government is formulating rules and citizens have to move the courts to get them implemented.

All airlines except Indigo recruited pilots to cater for the implementation of the new CAR. However, Indigo stopped manpower recruitment which resulted in a crisis from December 2 to 15 after which the government succumbed to the pressure of the airlines and granted relaxations. Indigo was granted a total waiver of the FDTL CAR till February 10, 2026.

The fact is that pilots are surplus with every airline except Spice. Hence there is no question of diluting the rules.

To now describe them as 'unsustainable' reflects not a flaw in safety policy, but a failure of planning, manpower forecasting, and operational discipline.

The argument that commercial pressure, fare caps, geopolitical disruptions, or cost escalation justify relaxation of fatigue rules is "deeply troubling."

Safety regulations are not negotiable variables in a business model. If economic stress becomes the basis for weakening human performance safeguards, it sets a dangerous precedent for the entire aviation system.

It is also important to state clearly when incidents occur, pilots are invariably the first to be blamed, regardless of systemic or organisational contributors. Any rollback of FDTL protections exposes flight crew to increased health risks, operational stress and post-incident scapegoating, while transferring institutional risk onto individuals.

The fact that most airlines have largely adapted to the new norms only reinforces the point that compliance is possible when there is intent. Operational inconvenience cannot be allowed to override scientific fatigue management.

The Federation of Indian Pilots urges the Government and the regulator to stand firm and do not grant any dispensation/dilution to FDTL CAR.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 JANUARY 2026

Air India orders 30 more fuel-efficient 737 MAX aircraft

PTI

NEW DELHI

Air India on Friday said it has ordered 30 more fuel-efficient 737 MAX aircraft as it looks for growth in both domestic and regional markets. The airline said it finalised an incremental purchase of 20 737-8 jets this month, and an order for 10 737-10 aircraft was previously unidentified on Boeing's orders and deliveries website. Both purchases exercised existing options as Air India expands its route network to meet rising travel demand, it said.

"This additional order for 30 Boeing 737 aircraft is part of



our broader fleet strategy to position Air India firmly for the future, as a world-class global carrier that India deserves and the world expects," said Campbell Wilson, CEO and Managing Director, Air India.

Since its privatisation in January 2022, the Air India group has added nearly 170 aircraft to its fleet through a combination of new deliveries, strategic leases, the merger of erstwhile Vistara into Air India, and the reactivation of long-

grounded aircraft, leading to significant progress in capacity expansion and fleet modernisation, the airline said.

Powered by CFM LEAP-1B engines, the Boeing 737 delivers exceptional fuel-efficiency, passenger comfort, and operational reliability for robust single-aisle aircraft operations, it said. "Air India's order for more 737 MAX jets underscores the strong performance of their existing 737-8 fleet as they continue to expand connectivity across India and the South Asia region," said Paul Righi, Boeing Vice President of Commercial Sales and Marketing, Eurasia, India and South Asia.



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FREE PRESS JOURNAL

MUMBAI

30 JANUARY 2026

Airbus Beluga: **Giant's flight** **into oblivion**



The Airbus Beluga ST, one of aviation's most distinctive aircraft, has completed its final flight after nearly 30 years of service. Built to transport oversized aircraft components, it became the backbone of Airbus's European supply chain and a lasting symbol of engineering ingenuity. The Beluga ST leaves behind an outsized legacy.



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HINDUSTAN

DELHI

31 JANUARY 2026

अहमदाबाद और लखनऊ में विमानों की आपात लैंडिंग

अहमदाबाद/ लखनऊ, एजेंसी/ प्रमुख संवाददाता। कुवैत से दिल्ली आ रहे इंडिगो के एक विमान की शुक्रवार को बम की धमकी के बाद अहमदाबाद में इमरजेंसी लैंडिंग कराई गई। वहीं, सऊदी एयरलाइंस के जेद्दा जा रहे विमान की लखनऊ में आपात लैंडिंग हुई।

कुवैत से दिल्ली आ रहे विमान में एक यात्री को टीशू पेपर पर हाथ से लिखा एक नोट मिला था, जिसमें दावा किया गया था कि विमान के अंदर बम रखा हुआ है। इसके बाद विमान को अहमदाबाद में उतारा गया। हालांकि, जांच में कुछ भी संदिग्ध नहीं मिला,

- बम की धमकी पर इंडिगो का विमान सुरक्षित उतरा
- केबिन प्रेशर बढ़ने से जेद्दा जा रही उड़ान की लैंडिंग

जिसके बाद विमान को उड़ने की अनुमति दी गई। विमान में 180 यात्री सवार थे। उधर, जेद्दा जा रहे एक विमान के भीतर उड़ान भरते ही केबिन प्रेशर बढ़ने लगा, जिससे कॉकपिट में चेतावनी लाइट जल गई। ऐसे में पायलट ने एटीसी से मदद मांगी। एटीसी ने 'फुल इमरजेंसी' घोषित करते हुए इमरजेंसी लैंडिंग कराई।



Corporate Communications Directorate

HINDUSTAN

DELHI

31 JANUARY 2026

पायलटों को आराम पर कोई समझौता नहीं: डीजीसीए

नई दिल्ली, प्र. सं.। दिल्ली उच्च न्यायालय में शुक्रवार को डीजीसीए ने कहा कि पायलटों के लिए सप्ताहिक आराम में किसी भी एयरलाइन को कोई छूट नहीं दी है।

हाईकोर्ट ने केंद्र सरकार, नागरिक उड्डयन महानिदेशालय (डीजीसीए) और इंडिगो एयरलाइंस के ऑपरेटर इंटरग्लोब एविएशन को एक जनहित याचिका पर नोटिस जारी किया है। याचिका में उड़ान नियम के संशोधित उड़ान ड्यूटी समय सीमा के तहत छूट देने के फैसले को चुनौती दी गई है। नियामक की तरफ से अधिवक्ता अंजना गोसाईं ने कहा कि हर सप्ताह आराम की जरूरत पूरी तरह से लागू है। इसे वापस नहीं लिया गया है।



Corporate Communications Directorate

HINDUSTAN

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एयर इंडिया, अकासा और इंडिगो बेड़े में वृद्धि करेंगी

नई दिल्ली, एजेंसी। भारतीय विमानन क्षेत्र एक बार फिर तेज विस्तार के दौर में प्रवेश कर रहा है। देश की प्रमुख एयरलाइंस इंडिगो, एयर इंडिया और अकासा एयर आने वाले महीनों और वर्षों में अपने बेड़े में बड़े पैमाने पर नए विमान शामिल करने की तैयारी कर रही हैं। इस विस्तार का मकसद बढ़ती यात्री मांग को पूरा करना और घरेलू व अंतरराष्ट्रीय उड़ानों का नेटवर्क मजबूत करना है।

रिपोर्ट के मुताबिक, तीनों एयरलाइंस मिलकर करीब 240 नए विमान अपने बेड़े में जोड़ने की योजना पर काम कर रही हैं। औसतन हर महीने करीब 10 नए विमान एयरलाइंस को मिल सकते हैं। इनमें

- दो साल में 240 विमान जोड़ने की योजना
- उड़ानों का नेटवर्क मजबूत करना मकसद

से ज्यादातर विमान एयरबस और बोइंग के होंगे। इससे भारतीय आसमान में उड़ानों की संख्या और सीट क्षमता में उल्लेखनीय बढ़ोतरी होगी।

इंडिगो पहले ही विस्तार रणनीति पर काम कर रही है। कंपनी घरेलू मार्गों के साथ-साथ अंतरराष्ट्रीय उड़ानों में भी अपनी मौजूदगी बढ़ा रही है। इससे इंडिगो नए शहरों को जोड़ने और व्यस्त मार्गों पर उड़ानों की संख्या बढ़ाने में सक्षम होगी।

HINDUSTAN

DELHI

31 JANUARY 2026

चार धाम यात्रा को मिलेंगे हेलीकॉप्टर

बरेली, मुख्य संवाददाता। चार धाम के लिए बरेली मंडल से हेलीकॉप्टर सेवा शुरू करने के लिए यूपी और उत्तराखंड के अधिकारियों के बीच मंथन तेजी से चल रहा है। गंगा एक्सप्रेस वे के पास बदायूं के बिनावर में हेलीपैड बनाने की तैयारी है ताकि पूर्वी उत्तर प्रदेश के जिलों को भी इसका लाभ मिल सके।

उत्तराखंड की चार धाम यात्रा के लिए बरेली मंडल से हर वर्ष बड़ी संख्या में श्रद्धालु जाते हैं। लंबे समय से यहां से हेलीकॉप्टर सेवा शुरू करने की मांग उठ रही है, ताकि बुजुर्गों के साथ ही दिव्यांग भी आसानी से चार धाम यात्रा के लिए जा सकें। मंडलायुक्त भूपेंद्र एस. चौधरी ने इसके लिए प्रयास शुरू किए थे। अब



बदायूं में एक्सप्रेस वे के पास बनेगा हेलीपैड, हवाई सेवा जल्द

यह प्रयास तेजी से हकीकत की ओर बढ़ रहे हैं। कमिश्नर की इस संबंध में उत्तराखंड के अधिकारियों से कई राउंड की वार्ता हो चुकी है, जो नया प्रस्ताव तैयार हुआ है, उसमें गंगा एक्सप्रेसवे के पास बदायूं के बिनावर में हेलीपैड बनाने की तैयारी हो रही है।

गंगा एक्सप्रेसवे मेरठ से प्रयागराज तक जा रहा है। कमिश्नर का मानना है

कि यदि हेलीकॉप्टर सेवा गंगा एक्सप्रेसवे के आसपास से मिलती है तो पूर्वी उत्तर प्रदेश के उन्नाव, रायबरेली, प्रतापगढ़ और प्रयागराज जैसे जिलों को भी इसका लाभ मिल सकेगा।

बरेली कमिश्नर भूपेंद्र एस. चौधरी ने बताया चार धाम यात्रा के लिए बरेली मंडल से हेलीकॉप्टर सुविधा शुरू करने के लिए उत्तराखंड से निरंतर संवाद चल रहा है। बदायूं के बिनावर में गंगा एक्सप्रेस वे के पास हेलीपैड विकसित करने की तैयारी है, ताकि रुहेलखंड के साथ-साथ मेरठ और पूर्वी उत्तर प्रदेश के जिलों को भी चार धाम की हेलीकॉप्टर सुविधा का लाभ मिल सके।



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HINDUSTAN TIMES

MUMBAI

30 JANUARY 2026

Black box recovered from Learjet crash site, AAIB begins investigation

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PUNE: Investigators have recovered the black box from the Learjet 45 crash that killed Maharashtra deputy chief minister Ajit Pawar and four others near Baramati on Wednesday, a key development expected to help reconstruct the final moments of the flight.

A team of three officers from the Aircraft Accident Investigation Bureau headquarters in Delhi and another team of three officers from the Directorate General of Civil Aviation's Mumbai regional office reached the crash site on Wednesday evening.

AAIB director general GVG

Yugandhar also visited the location the same day to personally oversee the investigation.

The flight data recorder and cockpit voice recorder are expected to provide vital clues about the aircraft's speed, altitude, control inputs and crew communications in the seconds before impact. Investigators have also collected physical evidence and samples from the crash site.

The probe has been initiated under Rules 5 and 11 of the AAIB Rules, 2025. The civil aviation ministry said it "remains fully committed to completing the investigation within a defined timeframe, strictly in accordance with established standard operating procedures and laid-down guidelines."

Aviation expert and Avialaz Consultants chief executive Sanjay Lazar said preliminary information suggests visibility played a role in the incident.

"The aircraft had executed a go-around during the first landing attempt due to poor visibility. On the second approach, the pilot reportedly had the runway in sight and was on final approach, but there was no read-back to air traffic control. Moments later, a fireball was seen," Lazar said.

This could indicate the aircraft struck terrain, he added. "Eyewitnesses have said it veered towards the shoulder area."

Aviation experts are also likely to examine operational aspects of Baramati airport,

including runway length and visibility-related challenges. Lazar addressed concerns over infrastructure at smaller airports. "Not all airports in India are equipped with instrument landing systems. At the very least, facilities like RNAV should be available. Baramati airport has a 1,770-metre runway and houses two flying academies, one of which has been operating for nearly three decades. I would not term the airport risky. In this case, the pilots were well qualified," he said.

The ministry said all emergency response and investigative protocols were activated immediately after the accident, adding that the inquiry will be thorough, transparent and time-bound.

{ REPLY BY CIVIL AVIATION MINISTRY }

‘Management gaps’ led to IndiGo fiasco, govt tells LS



IndiGo cancelled over 5,000 flights in December.

ANI

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NEW DELHI: Over-optimisation of operations, inadequate regulatory preparedness and shortcomings in management structure were among the primary reasons behind the large number of flight cancellations by IndiGo Airlines in December 2025, Civil aviation ministry informed the Lok Sabha on Thursday.

The ministry also noted that adverse weather conditions contributed significantly to cancellations across airlines during the same period.

“The primary causes for the disruption were over-optimisation of operations, inadequate regulatory preparedness along with deficiencies in system software support and shortcomings in management structure and operational control on the part of IndiGo.

Additionally, during December 2025, a considerable number of flights were cancelled by all airlines, due to adverse weather related issues.” Union minister of state for civil aviation Murlidhar Mohol said in a written response to questions by Congress MPs KC Venugopal and Sudha R.

IndiGo, India’s largest airline, cancelled over 5,000 flights in the first week of December, citing pilot shortages allegedly arising from increased rest requirements for cockpit crew under the revised duty norms.

Aviation regulator on January 17 imposed a record ₹22.2 crore penalty on IndiGo and issued warnings to six senior executives, including the chief operating officer, after its inquiry found the airline’s “overriding focus on maximising utilisation” of crew and aircraft through aggressive cost-cutting drove December’s operational meltdown that stranded over 300,000 passengers.

The move, the minister said, was aimed at ensuring compliance with regulatory directives and the implementation of long-term systemic corrective measures.

“DGCA issued caution and warning to senior management of M/s IndiGo for deficiencies in oversight, planning and implementation of revised FDTL norms, directed removal of the concerned SVP from operational responsibilities,” Mohol said.

The ministry said a total of 6,890 flights operated by various airlines were cancelled in December 2025, impacting 966,864 passengers. IndiGo accounted for the largest share of cancellations, with 5,689 flights scrapped during the month.

The Air India Group cancelled 924 flights, followed by SpiceJet with 79 cancellations, IndiaOne Air with 71, Alliance Air with 63, Akasa Air with 39, Star Air with 17 and Fly91 with eight cancelled flights, the ministry said.

CENTRE: REVISED PILOT DUTY RULES ALIGNED WITH GLOBAL NORMS

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NEW DELHI: The Centre on Thursday informed the Lok Sabha that it has put in place detailed monitoring and review mechanisms to assess the impact of the revised pilot duty-time rules on airline operations, even as it stepped up regulatory oversight, data-driven safety management and capacity-building measures across the civil aviation sector.

The response came on a question by Congress MP V. Vaithilingam, seeking information on India’s revised pilot-duty rules.

“The revised flight duty rules were formulated after studying and comparing Flight Duty Time Limitations (FDTL) norms of FAA [US], EASA [EU], Transport Canada and other nations,” ministry of civil aviation said in a written response, adding that the Directorate General of Civil Aviation (DGCA) had also taken into account the International Civil Aviation Organization’s Standard and Recommended Practices as well as other global best practices while framing the norms.

Under this system, all scheduled operators are required to submit detailed operational data to the DGCA each week. The regulator is also conducting periodic FDTL reviews and fatigue risk management across all scheduled operators, the ministry said.

HT reported on Tuesday that four of the country’s five national airlines, which together fly 95% of passengers, are nudging the government to relax the new crew rest rules that came into force on November 1 last year, citing multiple officials, who said the companies contend the regulation is unsustainable in the long run.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

31 JANUARY 2026

Flight to Delhi diverted after bomb threat

AHMEDABAD: An IndiGo flight operating from Kuwait to Delhi was diverted to the Ahmedabad airport on Friday morning after a bomb threat was reported on board, officials at the airport said. Nothing suspicious was found yet, they said. The aircraft landed safely at the Sardar Vallabhbhai Patel International Airport in Ahmedabad around 6.40am with 180 passengers on board, an airport official said. According to the airport authorities, a passenger found a handwritten note on a piece of paper claiming the presence of a bomb inside the aircraft.



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THE HINDUSTAN TIMES

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HC notice to DGCA on counting pilots' leave as weekly rest

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NEW DELHI: The Delhi high court on Friday issued notice in a petition challenging the Director General of Civil Aviation's (DGCA) decision allowing airlines to count an earned 48 hours leave of a pilot as weekly rest and not distinguishing between leave and weekly rest, while rostering them.

The DGCA on December 5 had withdrawn a rule that prevented airlines from counting pilot leave as weekly rest, to meet the Flight Duty Time Limitation (FDTL) norms implemented from November 1 last year. The December 5 decision was taken citing operational disruptions faced by IndiGo and representations from various airlines seeking continuity and stability of operations.

The rules formed part of the revised FDTL framework, strengthened after prolonged litigation by pilots seeking stricter limits on working hours in the interest of passenger safety.

The new norms significantly reduced pilot workload by increasing weekly rest from 36 to 48 continuous hours, expanding night duty from midnight-5 a.m. to midnight-6 a.m., limiting consecutive night duties to two, capping night landings at two per week, and reducing monthly flying time from 125 hours to 100 hours in 28 days.

A bench of chief justice DK

DGCA'S COUNSEL CLARIFIED THAT THE REGULATOR HAD NEVER EXEMPTED AIRLINES FROM DENYING WEEKLY REST TO PILOTS

Upadhyaya and justice Tejas Karia sought Centre, DGCA and IndiGo's response in a petition filed by one former aircraft engineer, Sabari Roy.

In his petition argued by advocates Shiv Prakash Pandey and Sharmishta Chaudhary, Sabari had asserted that the DGCA by way of its December 5 decision had suspended the weekly norms, which endangered aviation safety.

However DGCA's lawyer Anjana Gosain on Friday clarified that it had never exempted the airlines from denying weekly rest to the pilots. "Weekly rest for the pilots was never withdrawn from the FDTL and it has always been in operation," Gosain submitted. She added, "The concern of DG is this, that weekly rest is non-negotiable, it cannot be tampered with and no such relaxation has been given to any of the airlines. Weekly rest is absolutely necessary and mandatory to all the pilots."

The matter will now be heard on April 13.



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HINDUSTAN TIMES

PATNA

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‘Uncontrolled’ Baramati airport lacks basic navigation facilities, fire tender

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MUMBAI: It may be the bastion of one of India's most powerful political families.

But, the airport in Maharashtra's Baramati town, where a Learjet 45 carrying Maharashtra deputy chief minister Ajit Pawar and four others crashed on Wednesday morning, lacked basic navigation aids and a fire tender, and had an air traffic control run by pilot cadets from two local flying schools.

Indian airports are categorised under four buckets. Category A airports are uncontrolled, where no air traffic control service is provided; Baramati falls under this category. Category B airports are partially controlled, with limited ATC or AFIS services, such as Chhatrapati Sambhaji Nagar and Jalgaon. Category C airports are controlled airports operating with procedural ATC, where aircraft are separated using procedures rather than radar, such as Pune. Category D airports are fully controlled airports with radar-based ATC, including major hubs like Mumbai and Delhi.

"There are about 150 uncontrolled airports in India. They have a basic runway and no ATC tower or ATC frequency," said Mihir Bhagvati, aviation expert and a DGCA-approved examiner for

THE AIRPORT AT BARAMATI FALLS IN 'UNCONTROLLED' CATEGORY A AIRPORTS, WHERE NO AIR TRAFFIC CONTROL SERVICE IS PROVIDED

pilots. "The airport also lacks navigational aids like VOR [a ground-based radio navigation beacon that allows an aircraft with a receiver to determine their position and navigate it] or PAPI [Precision Approach Path Indicator] which tells whether the aircraft is high or low on approach," said Sanjay Karve, who retired in 2025 as Maharashtra aviation director.

Karve also confirmed that the airport did not have an independent metrological facility and relied on data from Pune airport. On Wednesday morning, the area was covered in dense fog with a visibility of 3,000 metres, people manning the ATC said on anonymity.

The air traffic control at Baramati is jointly managed by pilot cadets from Baramati's two private aviation academies, Redbird Aviation and Carver Aviation, who man the facility on alternate days.

On Wednesday, on account of a VIP landing, the ATC was being manned by a flight instructor from Carver Aviation. "It was the turn of

Carver Aviation to manage the ATC," said Pramesh Parikh, the accountable manager of Carver Aviation.

The airport did not have its own fire tender, said airport incharge Shivaji Taware.

"We had called one fire tender from Baramati Municipal Council as stand by for the VIP landing. When we realised that the plane had crashed, we called for more fire tenders from the Baramati Municipal Council and the Maharashtra Industrial Development Corporation and arrived soon after," he added. An ambulance was kept on standby.

The airport, constructed by the Maharashtra Industrial Development Corporation and inaugurated in 1996, mainly serviced the two flying schools and small private planes.

"There are only four to five air traffic movements weekly from other airports to Baramati. Carver Aviation and Redbird Flight Training Academy, which have nine and 16 aircraft respectively, operate from morning till late evening (using chargeable lights on runway) for training purposes," said Taware.

"The runway at Baramati is small. Unlike big city airports where the runway width is between 75 to 80 metres, Baramati runway's width is 30 metres. This runway also has a shallow hump which can alter a pilot's percep-

tion. In my opinion it's not suitable for VIP operations," Karve said.

Generally, a 30m runway is enough for business and executive aircraft and regional aircraft, such as turboprops.

Captain Naufil Karnalkar, who learnt flying at Baramati and worked as a flying instructor for five years before joining Qatar Airways, said, "The visibility was poor on Wednesday morning and there are no navigational aids at the runway which need to be installed. The ATC too can be better managed. The Maharashtra Airport Development Company (MADC) has not done anything about smoothening the runway surface either."

Until August 2025, the airport was managed by the Anil Ambani-owned Reliance Airport Developers. Taware said, "We had taken over the airport on August 19 as there were several lacunae in its management. In the last few months, Ajit Pawar as the guardian minister of Pune district, had himself taken many meetings to upgrade this airport. He had asked for basic facilities like PAPI (Precision Approach Path Indicator — a system of lights that provide visual guidance to the runway) and night landing and a regular ATC."

A spokesperson of the Anil Ambani-led group said that the five airports in Maharashtra were handed back to the state government.



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JANSATTA

DELHI

31 JANUARY 2026

दिल्ली हाई कोर्ट ने डीजीसीए को नोटिस जारी किया, उठाया सवाल पायलटों के लिए छुट्टियों के नियमों में छूट क्यों

जनसत्ता संवाददाता
नई दिल्ली, 30 जनवरी।

दिल्ली हाई कोर्ट ने डीजीसीए से पायलटों के लिए साप्ताहिक आराम और छुट्टियों से संबंधित नए मानदंडों के कार्यान्वयन के संबंध में विमानन कंपनियों को दो गई अनिश्चितकालीन छूट पर शुक्रवार को सवाल उठाया।

इस मुद्दे पर दावर जनहित याचिका पर मुख्य न्यायाधीश डीके उपाध्याय और न्यायमूर्ति तंत्रस कारिया को पीठ ने डीजीसीए को नोटिस जारी किया। पीठ ने विमानन क्षेत्र के निवामक से उस नए उड़ान-ड्यूटी नियम को तुरंत वापस लेने के अपने निर्णय के पीछे के तर्क को स्पष्ट



करने के लिए कहा, जिसमें कहा गया था कि किसी भी छुट्टी को साप्ताहिक अवकाश से प्रतिस्थापित नहीं किया जाएगा।

पीठ ने नागर विमानन महानिदेशालय (डीजीसीए) और इंडिगो दोनों को दो सप्ताह के भीतर जनहित याचिका पर अपना जवाब दाखिल करने को कहा। पांच

दिसंबर, 2025 को डीजीसीए ने उड़ान ड्यूटी समय सीमा (एफडीटीएल) में छूट लागू की ताकि इंडिगो अधिक पायलटों को ड्यूटी पर तैनात कर सके और व्यवधानों को कम करके परिचालन को सामान्य कर सके। इंडिगो ने पिछले साल दिसंबर के पहले सप्ताह में देश भर

में सैकड़ों उड़ानें रद्द कर दीं क्योंकि एअरलाइन पायलटों के लिए नए उड़ान-ड्यूटी मानदंडों को लागू करने के लिए पर्याप्त रूप से तैयार नहीं थी। डीजीसीए की चर्कोल ने शुक्रवार को कहा कि निवामक एक नवंबर, 2025 को एफडीटीएल के लागू होने के बाद से स्थिति पर नजर रख रहा है और ऑडिट के साथ-साथ पायलटों द्वारा दो प्रकार की छुट्टियों को एक साथ मिलाने के संबंध में एअरलाइंस के अभ्यावेदनों के मद्देनजर इसे वापस लेने का निर्णय लिया गया। उन्होंने स्पष्ट किया कि पांच दिसंबर के फैसले के बाद भी पायलटों के लिए साप्ताहिक आराम अनिवार्य बना हुआ है और यह नागर विमानन नियमों द्वारा नियंत्रित होता है।



Corporate Communications Directorate

JANSATTA

DELHI

31 JANUARY 2026



शिरकत

हैदराबाद स्थित बेगम्पेट हवाई अड्डे पर सबसे बड़े द्विवार्षिक नगरिक उड्डयन कार्यक्रम में शामिल होने पहुंचे केन्द्रीय मंत्री राम मोहन नायडू।



Corporate Communications Directorate

JANSATTA

DELHI

31 JANUARY 2026

स्पाइसजेट 10 फरवरी से इंफ्ल के लिए शुरू करेगी अपनी पहली उड़ान सेवा

गुवाहाटी, 30 जनवरी (भाषा)।

एअरलाइन कंपनी स्पाइसजेट मणिपुर की राजधानी इंफ्ल के लिए अपनी पहली उड़ान सेवा शुरू करने जा रही है। कंपनी ने शुक्रवार को यह जानकारी दी।
कंपनी ने बयान में कहा कि 10 फरवरी से स्पाइसजेट कोलकाता, गुवाहाटी और मुंबई से इंफ्ल के लिए बोइंग 737 विमान से दैनिक उड़ाने संवलिप्त करेगी। बयान में कहा गया, ये नए उड़ान मार्ग पूर्वोत्तर राज्य तक पहुंच को काफी आसान बनाएंगे, यात्रियों को क्षेत्र में सहज और भरोसेमंद सर्विस सुविधा प्रदान करेंगे, साथ ही मनोरंजन और व्यावसायिक यात्रा दोनों के लिए विकल्पों को बढ़ाएंगे। कंपनी ने कहा कि कोलकाता और गुवाहाटी से हवाई यात्रा करने वाले यात्री सीधी उड़ानों का लाभ उठाएंगे, जबकि मुंबई से यात्रा करने वाले यात्री एक ही विमान से कोलकाता में थोड़े समय के टहराव के साथ सफर करेंगे, जिससे उन्हें विमान बदलने की जरूरत नहीं होगी।

आरसीएस में यूपी 'मोस्ट प्रोएक्टिव स्टेट'

यूपी की विमानन नीति को राष्ट्रीय सम्मान, यात्रियों में रिकॉर्ड बढ़ोतरी

सशक्त यूपी

- हवाई कनेक्टिविटी में ऐतिहासिक विस्तार, नॉन-प्रायोरिटी एरिया श्रेणी में यूपी देश में अव्वल

लखनऊ, लोकसत्या। उत्तर प्रदेश को रीजनल कनेक्टिविटी स्कीम (आरसीएस-उड़ान) के तहत 'मोस्ट प्रोएक्टिव स्टेट' का राष्ट्रीय अवॉर्ड प्रदान किया गया है। यह सम्मान नॉन-प्रायोरिटी एरिया श्रेणी में दिया गया है, जिसमें देश के वे राज्य शामिल हैं, जो न तो पर्वतीय हैं और न ही उत्तर-पूर्व क्षेत्र में आते हैं। इस उपलब्धि ने उत्तर प्रदेश को देश के विमानन मानचित्र पर एक सशक्त और अग्रणी राज्य के रूप में स्थापित किया है।

यात्री यातायात में 2.6 गुना वृद्धि

उत्तर प्रदेश सिविल एविएशन के डायरेक्टर ईशान प्रताप सिंह ने बताया कि योगी सरकार की नीतियों का असर यात्री आंकड़ों में भी साफ दिखाई देता है। वर्ष 2016 में प्रदेश



सांकेतिक तस्वीर

में कुल 59.97 लाख हवाई यात्री थे। 2024 में यह संख्या 1.28 करोड़ से अधिक और 2025 तक यह संख्या बढ़कर 1.55 करोड़ से अधिक हो गई। बीते नौ वर्षों में प्रदेश में 9.98 प्रतिशत कंपाउंड एनुअल ग्रोथ रेट (सीएजीआर) से यात्री यातायात बढ़ा है, जो यह दर्शाता है कि हवाई यात्रा अब आम नागरिकों के लिए भी सुलभ होती जा रही है। यह 'उड़ान-उड़े देश का आम नागरिक' के मूल उद्देश्य को जमीन पर उतारने का प्रमाण है।

घरेलू उड़ानों से मजबूत हुआ क्षेत्रीय संपर्क

उन्होंने बताया कि प्रदेश में घरेलू उड़ानों की संख्या में सबसे अधिक वृद्धि दर्ज की गई है। 2016 में घरेलू यात्रियों की संख्या 52.30 लाख थी, जो 2024 में 1.16 करोड़ से अधिक और 2025 में 1.41 करोड़ से अधिक पहुंच गई। इससे न केवल व्यापार और पर्यटन को बढ़ावा मिला, बल्कि रोजगार के नए अवसर भी सृजित हुए। वहीं, इंटरनेशनल पैसेंजर्स की संख्या जो 2016 में

सरकार की नीति से बदला विमानन परिदृश्य

योगी सरकार ने सत्ता में आने के बाद प्रदेश में कनेक्टिविटी को विकास का आधार बनाया। हवाई अड्डों के आधुनिकीकरण, नए रनवे, नाइट लैंडिंग सुविधाएं व क्षेत्रीय उड़ानों को प्रोत्साहन देकर प्रदेश के छोटे शहरों को देश के प्रमुख महानगरों से जोड़ा गया।

आरसीएस-उड़ान योजना के प्रभावी क्रियान्वयन में उत्तर प्रदेश ने गैर-प्राथमिक राज्यों की श्रेणी में सबसे तेज प्रगति दर्ज की।

7.66 लाख थी जो 2024 में 12.63 लाख से अधिक और 2025 में 13.37 लाख से अधिक पहुंच गई। एयर कार्गो में पांच गुना उछाल, अर्थव्यवस्था को बल

योगी सरकार के कार्यकाल में उत्तर प्रदेश एयर कार्गो के क्षेत्र में भी तेजी से आगे बढ़ा है। 2016 में एयर कार्गो ट्रेफिक 5,895 मीट्रिक टन था, जो 2024 में 27,998 मीट्रिक टन और 2025 में बढ़कर 29,761 मीट्रिक टन हो गया। एयर कार्गो में इन 9 वर्षों में 17.58 प्रतिशत सीएजीआर से हुई वृद्धि ने प्रदेश को कृषि उत्पादों, एमएसएमई और निर्यात आधारित उद्योगों के लिए मजबूत प्लेटफॉर्म दिया है।

जेवर एयरपोर्ट और क्षेत्रीय हब की भूमिका

नोएडा अंतरराष्ट्रीय हवाई अड्डा (जेवर) सहित प्रदेश में विकसित हो रहे नए और क्षेत्रीय हवाई अड्डे उत्तर प्रदेश को देश का प्रमुख विमानन और लॉजिस्टिक्स हब बनाने की दिशा में अहम भूमिका निभा रहे हैं। योगी सरकार का लक्ष्य है कि प्रदेश का हर नागरिक तेज, सुरक्षित और सस्ती हवाई कनेक्टिविटी से जुड़े। 'मोस्ट प्रोएक्टिव स्टेट' का यह सम्मान योगी सरकार की इसी विकासोन्मुख सोच, मजबूत राजनीतिक इच्छाशक्ति और प्रभावी क्रियान्वयन की राष्ट्रीय स्तर पर बड़ी मान्यता है।

डिजिटलीकरण, साइबर सुरक्षा फ्रांस की कंपनी एयरबस ने यहां विंग्स इंडिया 2026 में एक कार्यक्रम में दी यह जानकारी

10 साल में एक अरब डॉलर खर्च करेंगी भारतीय एयरलाइंस: एयरबस

- साल 2035 तक भारत दुनिया का तीसरा सबसे बड़ा नागरिक विमानन बाजार बन जायेगा

हैदराबाद, एजेसी

देश के तेजी से बढ़ते विमानन क्षेत्र में अपनी पैठ मजबूत करने और विश्वसनीयता बढ़ाने के लिए भारतीय विमान सेवा कंपनियां अगले 10 साल में साइबर सुरक्षा और डिजिटलीकरण पर करीब एक अरब डॉलर खर्च करेंगी।

फ्रांस की विमान बनाने वाली कंपनी एयरबस ने यहां विंग्स इंडिया 2026 में एक कार्यक्रम में यह जानकारी दी।

एयरबस इंडिया और साउथ

एशिया के अध्यक्ष एवं प्रबंध निदेशक जर्गेन वेस्टरमायर ने एक प्रेस वार्ता में कहा कि अगले एक दशक में भारत का वाणिज्यिक विमान बेड़ा तीन गुना बढ़कर 2,250 विमानों तक पहुंच जायेगा। साल 2035 तक भारत दुनिया का तीसरा सबसे बड़ा नागरिक विमानन बाजार बन जायेगा।

उन्होंने कहा, हम वैश्विक विमानन का केंद्र पूर्व की ओर स्थानांतरित होते देख रहे हैं। भारत का बेड़ा विस्तार न केवल घरेलू गतिशीलता को बढ़ायेगा, बल्कि देश को अंतर्राष्ट्रीय ट्रांजिट



के लिए एक प्रमुख हब के रूप में स्थापित करेगा। इसलिए भारतीय विमानन के अगले चरण में यह सुनिश्चित करना होगा कि इसके परिचालन मॉडल भी बेड़े और नेटवर्क के विस्तार की गति के

साथ विकसित हों।

उन्होंने कहा कि एयरबस घरेलू विस्तार के लिए ए320 परिवार और देश की मध्यम से लंबी दूरी की अंतर्राष्ट्रीय महत्वाकांक्षाओं का नेतृत्व करने के लिए

ए321एक्सएलआर और ए350 के साथ इस विकास का समर्थन करने के लिए विशिष्ट रूप से सक्षम है।

एयरबस ने बताया कि भारतीय विमान सेवा कंपनियों से यह भी अपेक्षा है कि वे साल 2035 तक उड़ान, जमीनी और तकनीकी परिचालनों के डिजिटलीकरण के साथ-साथ साइबर सुरक्षा और विमान कनेक्टिविटी पर एक अरब डॉलर तक खर्च करेंगी।

कंपनी ने कहा है कि साल 2025 की तुलना में 100 से अधिक सीटों वाले विमानों की संख्या में तीन गुना वृद्धि वैश्विक विमानन इतिहास के सबसे आक्रामक विस्तारों में से एक है। विमानों की मांग जी20 देशों में सबसे तेज आर्थिक वृद्धि, बुनियादी ढांचे पर बढ़ते सरकारी निवेश और भारतीय उपभोक्ता व्यवहार में

मूलभूत बदलाव के अनूठे संयोजन से प्रेरित होगी। इसके साथ ही प्रति व्यक्ति हवाई यात्रा अगले दशक में 0.13 से बढ़कर 0.29 होने की संभावना है।

उसने बताया कि इस विस्तारित बेड़े के लिए 2035 तक पायलटों की आवश्यकता 35,000 तक पहुंचने की उम्मीद है, जो वर्तमान 12,000 से काफी अधिक है। वहीं, तकनीकी कार्यबल को भी बढ़ाकर 34,000 करना होगा, जो मौजूदा 11,000 की संख्या से तीन गुना है। बेड़ा विस्तार के साथ भारत तेजी से मेंटेनेंस, रिपेयर और ओवरहॉल (एमआरओ) का एक प्रमुख केंद्र बनने की ओर बढ़ेगा। एयरफ्रेम, इंजन और कंपोनेंट्स का बाजार 2035 तक बढ़कर 9.5 अरब डॉलर का होने की उम्मीद है।



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शक्ति समूह ने देश में 19 सीट वाले विमान बनाने के लिए चेक कंपनी से किया करार

हैदराबाद, एजेंसी। शक्ति समूह की कंपनी शक्ति एविएशन एंड सिस्टम्स प्राइवेट लिमिटेड (एसडीएसपीएल) ने देश में 19 सीटर एल410 एनजी विमानों के निर्माण के लिए चेक गणराज्य के ओमनीपोल समूह के साथ एक सहमति पत्र (एमओयू) पर हस्ताक्षर किया। दोनों कंपनियों के अधिकारियों ने यहां विंग्स इंडिया 2026 में नागरिक उड्डयन मंत्री के. राम मोहन नायडू और नागरिक उड्डयन सचिव समीर कुमार सिन्हा की मौजूदगी में एमओयू



की अदला-बदली की। एल410 एनजी टर्बाइन इंजन वाला विमान है जिसका निर्माण ओमनीपोल समूह की सदस्य कंपनी चेक मैनुफेक्चरर एयरक्राफ्ट

इंडस्ट्रीज द्वारा किया जाता है। इन विमानों का इस्तेमाल क्षेत्रीय संपर्क योजना 'उड़ान' के तहत छोटे और मझौले शहरों को जोड़ने के लिए हो सकता है। दोनों कंपनियां भारत में अंतिम असेम्बली लाइन लगाने के लिए विस्तृत विवरण पर विचार-विमर्श करेगी। एल410 एनजी विमान छोटे और ऐसे रनवे से भी उड़ान भर सकते हैं जो पूरी तरह तैयार न हो।

एसडीएसपीएल के अध्यक्ष एम. मणिकम ने कहा कि इस समझौते से न सिर्फ विमान सेवा कंपनियों को अधिक विकल्प मिलेगा, बल्कि प्रौद्योगिकी हस्तांतरण के माध्यम से घरेलू उद्योग को भी बढ़ावा मिलेगा। यह सरकार के मेक-इन-इंडिया के अनुरूप है।



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अकासा के बेड़े में शामिल हुआ 32वां विमान

नई दिल्ली, एजेंसी। नवोदित विमान सेवा कंपनी अकासा एयर के बेड़े में एक और बोइंग 737 मैक्स 8-200 विमान शामिल हुआ। इसके साथ ही उसके बेड़े में विमानों की संख्या 32 हो गयी है। कंपनी ने एक प्रेस विज्ञप्ति में बताया कि विमान आज बेंगलुरु के केंपेगौड़ा अंतर्राष्ट्रीय हवाई अड्डे पर उतरा। इसे विशेष रूप से अकासा के लिए तैयार किया गया है। इसमें साफ़ां जेड200 सीट है जो ज्यादा आरामदायक हैं। ये सीटें यूएसबी चार्जिंग सुविधा से लैस हैं। अकासा ने अगस्त 2022 में परिचालन शुरू किया था। उसने 226 बोइंग 737 मैक्स विमानों के लिए पक्का ऑर्डर दिया है जिनमें 194 और विमान अगले छह साल में उसके बेड़े में शामिल होंगे।

MINT

DELHI

31 JANUARY 2026

Top airlines plan 30% more planes

Abhishek Law & Dipali Banka
HYDERABAD

India's top airlines IndiGo, Air India and Akasa Air may together add 240 aircraft in the next two years, expanding their fleet size by a combined 30%. Currently, they have a combined strength of 804, a number which may swell to 1,044 by the end of 2027.

At present, IndiGo has 440 planes, Air India 297, Akasa 32 and SpiceJet about 35.

Indian airlines are expected to get an average of 10 aircraft every month over the next few years, with 80% delivered by Airbus and Boeing, top executives of the two companies said. These planes will help Indian airlines expand their fleets, after months of delay and slowdown in route expansion plans, both at domestic and international levels.



Airlines to get an average of 10 aircraft every month. MINT

"India is our fastest-growing market, even faster than China. In Europe, it is now a replacement market. So, India is where the growth is. And we project deliveries of two aircraft a week on an average for the next 10 years," Jürgen Westermeier, president and

TURN TO PAGE 16

IndiGo, Air India, Akasa to add 240 aircraft in next two years

FROM PAGE 20

managing director-India & South Asia, Airbus said on Thursday at Wings India 2026, Asia's largest civil aviation event, held in Hyderabad.

Airbus has a delivery backlog of 1,250 aircraft over a 10-year period in India, led by IndiGo and Air India. The IndiGo order is nearly 900, while that of Air India Group is around 350. In 2025, Airbus delivered 55 aircraft in India, all of which went to IndiGo. Nearly 7% of its global deliveries were to IndiGo.

"We expect peak deliveries to be at 150 a year," Westermeier said, likely around 2032.

Boeing, on the other hand, said it is targeting 25 India deliveries in 2026, after an expansion at its US facilities.

"On an average, you can expect, over the next couple years, roughly two aircraft a month. And in some months, it'll be more, and some months it'll be less, and some months there'll be a wide-body aircraft in there as well," Salil Gupte, president, Boeing India and South Asia told *Mint*.

"It'll mostly be narrow-bodies. Every few months, you'll have a wide-body in there as well," he said, adding that this



Airbus has a delivery backlog of 1,250 aircraft over a 10-year period in India. BLOOMBERG

is not a fixed monthly target.

The Air India Group—which includes full-service carrier Air India, and no-frills airline Air India Express—and Akasa Air are Boeing's largest buyers in India.

The Air India Group has placed orders for 190 Boeing jets (both narrow and wide body aircraft). The group took delivery of a Dreamliner (wide-body) and Air India Express took delivery of a narrow body earlier this year. The group is expecting 20-24 aircraft deliveries this year between Airbus and Boeing. These are customised for the respective companies.

Air India chief executive Campbell Wilson said at Wings India that the carrier has placed new orders for 30 (narrow body) aircraft with Boeing. The order confirms options placed in 2023. Another 15 existing narrow body jet orders with Airbus would be upgraded to long-range narrow body XLRs. The upgrade to Airbus XLRs will help Air India tap overseas markets. It comes weeks after rival IndiGo received a similar aircraft being deployed on the Mumbai-Athens and Delhi-Athens routes.

"This additional order for 30 Boeing 737 aircraft is part of our broader fleet strategy to position Air India firmly for the future. Building on our 2023 orders and subsequent additions, this order supports steady deliveries and fleet upgrades planned over the next few years," Wilson said.

Akasa, India's youngest airline and its third-largest player, had initially placed orders for 226 aircraft, all of them with Boeing. It has a pending order of 194 jets. It inducted two Boeing jets this month. Two deliveries are expected in February.

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भारतीय विमानपत्तन प्राधिकरण
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MINT

DELHI

31 JANUARY 2026

Delhi HC notices to DGCA, IndiGo on FDTL related plea

New Delhi: The Delhi high court on Friday issued notice to the Directorate General of Civil Aviation (DGCA), and InterGlobe Aviation, the operator of IndiGo, on a petition challenging the decision to defer the implementation of revised Flight Duty Time Limitation (FDTL) rules till 10 February, after widespread flight disruptions in December. **KRISHNA YADAV**





Corporate Communications Directorate

MILLENNIUM POST

DELHI

31 JANUARY 2026

Ajit Pawar death: CID begins probe into Baramati plane crash

'Pune Rural police have registered a case of accidental death'

OUR CORRESPONDENT

MUMBAI: The Maharashtra Crime Investigation Department (CID) has started its probe into the plane crash in Baramati that killed Deputy Chief Minister Ajit Pawar and four others, an official said on Friday.

The state police have issued orders about the CID probe into the accidental death case registered at Baramati in Pune district, following the January 28 crash, a senior official told news agency.

"The Pune Rural police have registered a case of accidental death under section 194 Bharatiya Nagarik Suraksha Sanhita (BNSS), and the same has been transferred to the CID," he said.

Pawar (66), who had taken off from Mumbai, and four other persons on board a Learjet 45 plane died after it crashed barely 200 metres from the edge of the tabletop airstrip at Baramati, his hometown in



Ajit Pawar

FILE PIC

Pune district, on Wednesday morning.

The others killed in the tragedy were Captain Sumit Kapoor, who had a flying experience of 15,000 hours, co-pilot Captain Shambhavi Pathak, with 1,500 hours of flying experience, Pawar's Personal Security Officer Vidip Jadhav and flight attendant Pinky Mali.

The official said that a team of CID personnel had started their work and would collect

Aircraft Accident Investigation Bureau, which functions under the Civil Aviation Ministry, has also initiated a formal investigation into the crash

related documents from the Pune Rural police.

The team will also visit the accident site near the Baramati airstrip, he said.

The probe is to rule out any sabotage with the plane before Pawar began his journey from Mumbai to Baramati, he said.

The Aircraft Accident Investigation Bureau (AAIB), which functions under the Civil Aviation Ministry, has also initiated a formal investigation into the crash.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JANUARY 2026

Explain rationale of pilot duty relaxation norms: HC to DGCA

UDAYAN KISHORE @ New Delhi

THE Delhi High Court on Friday questioned the DGCA on relaxation given to airlines with respect to the implementation of new norms on weekly rest and leaves for pilots.

A bench of Chief Justice D K Upadhyaya and Justice Tejas Karia asked the DGCA to explain the "rationale" behind its decision to immediately withdraw the new flight-duty norm, which said, "no leave shall be substituted by weekly rest".

The bench passed the order while issuing a notice to the DGCA on a plea alleging that the aviation regulator has kept the new Flight Duty Time Limitation (FDTL) rules in abeyance following massive disruptions to airline services.

Besides DGCA, the court also sought responses from the central government and Indigo within four weeks, after which the bench will hear the matter.

The court passed the order after the DGCA counsel submitted that it has not granted any relaxation to any airline when it comes to allowing weekly rest to airline pilots.

"Weekly rest is non-negotia-



ble, and it cannot be tampered with. No relaxation has been given to any airline. We have not withdrawn it... Weekly rest remains in operation," the DGCA counsel told the court.

The counsel added, "Only some relaxation has been given specifically to Indigo regarding night operations. This relaxation is only till February 10."

The court on Wednesday said the concerns on public safety due to DGCA's decision to relax FDTL rules can't be "brushed aside", as they have a "direct nexus with safety measures".

The petitioners have claimed that the DGCA does not have the authority to keep the rules in abeyance and, therefore, the rules must come into force.

Restrain on rogue sites streaming cricket world cup

UDAYAN KISHORE @ New Delhi

THE Delhi High Court has restrained several "rogue websites" from illegally streaming and disseminating ongoing 'ICC Under-19 Men's Cricket World Cup 2026' and upcoming 'ICC Men's T20 Cricket World Cup 2026', saying piracy must be curbed and dealt with a heavy hand.

Justice Jyoti Singh passed an ex-parte ad-interim injunction application on a lawsuit filed by JioStar India Private Limited, which holds exclusive broadcast and digital rights.

"The issue of rogue websites engaged in piracy of copyrighted content is posing a recurring threat and there is no gainsaying that piracy must be curbed," the judge said in an order passed on January 29. The judge noted that there was a need for immediate relief, as the tournaments were ongoing.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JANUARY 2026

Kuwait-Delhi IndiGo flight diverted to Ahmedabad after bomb threat

DILIP SINGH KSHATRIYA
@ Ahmedabad

A bomb hijack threat mid-air forced an IndiGo flight from Kuwait to Delhi to make an emergency landing at Ahmedabad. All 180 passengers and their baggage were screened as security agencies launched a full-scale operation no explosives found, probe on.

The moment the threat surfaced, alarms rang loud across security channels. The aircraft was isolated, the runway secured, and Ahmedabad airport slipped into high-alert mode as 180 passengers and their luggage were pulled into an intense, no-margin-for-error security drill.

Airport sources said every passenger was physically checked, every bag scanned, and every inch of the aircraft combed. "So far, no suspicious object has been recovered,"



PROBE ON

- 1 A formal complaint has been registered by airport security at police station
- 2 Investigators are now tracing the origin of both the tissue-paper threat and the threatening email
- 3 Attempt to disrupt aviation security suspected

sources confirmed, even as uncertainty kept the aircraft grounded for nearly two hours.

Confirming the operation, Airport Police Station PI N.D. Nkum told local media, "As soon as the threat input was received, all security agencies were alerted. The aircraft was thoroughly checked by the BDDS (Bomb Detection and Disposal Squad). No objectionable or explosive material was found during the search."

He added that while the physical checks were complete, "further investigation is continuing strictly as per laid-down protocol." However, neither IndiGo nor the airport authorities have issued any official statement on the incident so far. Earlier, Ahmedabad Airport itself had received a separate bomb threat via e-mail, warning of an explosive planted in the airport's luggage section. That alert too had sent security teams into overdrive only to later be declared false after exhaustive checks.

पायलटों का संघ बोला, 3 हजार मी. की विजिबिलिटी पर नहीं हो सकती लैंडिंग



कम विजिबिलिटी, सूर्य की किरणों की चमक से हादसे की आशंका

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■ नई दिल्ली : पुणे की जिस बारामती एयर स्ट्रिप पर 28 जनवरी को महाराष्ट्र के उपमुख्यमंत्री अजित पवार के प्लेन को लैंड कराया जा रहा था उस वक्त की विजिबिलिटी DGCA ने 3 हजार मीटर बताई थी। मगर, फेडरेशन ऑफ इंडियन पायलट (FIP) का कहना है कि इस अनकंट्रोल्ड एयर स्ट्रिप पर 3 हजार मीटर की विजिबिलिटी पर प्लेन

बारामती
में अजित
पवार के
प्लेन क्रैश
का मामला

लैंड नहीं कराया जा सकता था। यहां कम-से-कम 5 हजार मीटर विजिबिलिटी चाहिए। आशंका है कि कम विजिबिलिटी होने और सामने से पड़ती सूर्य की किरणों की चमक से पायलट समय रहते रनवे देख नहीं पाया और प्लेन क्रैश हो गया।

फेडरेशन ऑफ इंडियन पायलट के अध्यक्ष कैप्टन सीएस रंधावा का कहना है कि असल में अनकंट्रोल्ड या बिना लाइसेंस वाली एयर स्ट्रिप में

इंस्ट्रूमेंट लैंडिंग सिस्टम (ILS) जैसी न्यूनतम सुरक्षा मानक भी नहीं होते हैं। ऐसे रनवे पर कमर्शल प्लेन को लैंड करना जोखिम भरा हो सकता है। उपमुख्यमंत्री अजित पवार के प्लेन क्रैश मामले में भी यही हुआ हो सकता है। इसमें कम विजिबिलिटी और सामने से सूर्य की चमक से पायलट को रनवे दिखाई नहीं दिया होगा और प्लेन क्रैश हो गया। एक अन्य एविएशन एक्सपर्ट का यह भी कहना है कि जब इस रनवे पर सुरक्षा के न्यूनतम साधन भी नहीं थे तो ऐसे

रनवे पर बिना पूरी दृश्यता के किसी पैसेंजर या वीआईपी को ला रहे प्लेन को लैंड कराने की आवश्यकता ही नहीं थी। DGCA और AAI ने भी यहां इस तरह से पैसेंजर प्लेन को ऑपरेट करने की इजाजत दे रखी थी। इसके लिए कम से कम कुछ मिनिमम सिक्वोरिटी स्टैंडर्ड तो रखने ही चाहिए थे। मामले में DGCA और ATC के काम की भी जांच होनी चाहिए।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

31 JANUARY 2026

HC ने पूछा, नए फ्लाइट ड्यूटी नियम वापस क्यों?

■ NBT रिपोर्ट, नई दिल्ली

दिल्ली हाई कोर्ट ने डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (DGCA) से पायलटों के लिए वीकली रेस्ट और छुट्टियों के नए नियम लागू करने के संबंध में एयरलाइंस को दी गई अनिश्चित छूट पर सवाल उठाए हैं। शुक्रवार को चीफ जस्टिस डी. के. उपाध्याय

दिल्ली हाई
कोर्ट ने
DGCA से
पूछे सवाल

और जस्टिस तेजस करिया की बेंच ने DGCA से पूछा कि जब इंडिगो को नाइट ड्यूटी नियमों में अस्थायी छूट दी गई थी, तो साप्ताहिक आराम और छुट्टियों को न बदलने के नियम को बिना किसी समय सीमा के क्यों वापस ले लिया गया? कोर्ट ने कहा, शिकायत यह है कि छुट्टी और वीकली ऑफ को मिलाया नहीं जा सकता, जिसे आपने एक खास एयरलाइन में गड़बड़ी के कारण वापस ले लिया है।

IndiGo recovered faster than other airlines: CEO

SANJAY MANDAL AND
JHINUK MAZUMDAR

Hyderabad/ Calcutta: IndiGo recovered faster from its schedule setback last December than some of the other airlines in other countries have, chief executive officer Pieter Elbers said on Wednesday.

Elbers claimed the airline has paid refunds to all eligible passengers, but did not specify how many got the money.

"Every airline in the world, especially those operating in a highly competitive environment, has the focus always on optimising the network. Other airlines in the world have gone through similar processes, with similar disruptions at different times. So, we learnt from it, started to rebuild from it," Elbers said in Hyderabad.

"...Airlines throughout the world, Southwest, Ryanair, Delta, all of them have gone through similar processes and no one is proud of it. But everyone is learning from it, and so are we. What we need to do is incorporate all our learnings in our processes going forth, make it more resilient, see how we can take all the lessons from it," he said at the Wings India 2026 aviation summit in Hyderabad. "Other airlines have taken more time to come back," Elbers said.

Hundreds of thousands of IndiGo passengers were stranded across India in early December when the airline cancelled around 4,500 flights between December 2 and 9. Thousands of passengers did not have their bags delivered after arriving at the destination. However, Elbers claimed the disruptions were for three



Pieter Elbers at the Wings India 2026 aviation summit in Hyderabad. Picture by Sanjay Mandal

days, December 3, 4 and 5.

"When it comes to the December disruptions, it was a compound effect of multiple factors.... IndiGo connects 96 to 97 cities and in that system, everything has to come together in the right place, right time and right proportion. That's how IndiGo operates. In the overall scheme of things, there will always be disturbances. In this case, the disturbance was too much and we were not being able to deal with it," he said.

"Between December 3, 4, 5, December 4 was the day which had the most customer impact. We were then focused on the immediate issue. One was to deal with the customer grievances, as people got stranded at different locations and we had to get everyone back. Then, the focus shifted from immediate action to the refunds. All the refunds were done," Elbers said.

Asked about the amount of refunds given and the number of passengers who got the benefit, the IndiGo CEO did not comment.

He said the airline was focused on rebuilding the network. "Reinstating the net-

work was done in a very quick and commendable manner. When the collapse happened on December 5, we said we will be back between December 10 and 15. Reality was, on December 9, we got back with full operation," Elbers said.

Elbers said the focus had been on rebuilding that network and, at the same time, analysing.

"Today, we are back to our 3.7-3.8 lakh customers. Around Christmas, we had close to 3.9 lakh customers back, flying with us, and now we need to make sure that we update our processes, systems and structures," he said.

"Our focus has been to really make sure that we address situations when it comes to IndiGo customer needs, rebuilding our network, and at the same time, to do our own analysis.... We are engaging with the DGCA. The DGCA is the regulator and gives us their sort of feedback, and we take full cognisance," Elbers said.

The airline plans to add one aircraft every week for the next decade and expects international operations to account for around 40 per cent of its total capacity by 2030.

No flights home: Two-thirds of Udan routes in K'taka grounded

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Bengaluru: Nearly a decade since Udan (Ude Desh ka Aam Naagrik) took off to boost regional air connectivity, Karnataka has only 11 of its 42 selected routes in operation, exposing gaps in the scheme's long-term sustainability.

The Udan-regional connectivity scheme (RCS) was designed to link under-served and unserved regions through subsidies or viability gap funding (VGF), enabling airlines to run low-demand routes while keeping fares affordable.

However, in Karnataka,

SHUT AS AID ENDED

Ude Desh ka Aam Naagrik began a decade ago to link under-served & unserved regions

11 No. of K'taka routes in operation out of 42 sanctioned

Many routes shut as financial aid ended

Aircraft shortages also limited allocation of more viable routes

several routes have fallen off the radar after financial support ended, pushing industry bodies and regional stakeholders to seek a change of course. Beneficiaries say the focus should not merely be on restarting defunct routes, but on streamlining the scheme to

ensure predictable and sustained connectivity.

Shashikant B Patil, immediate past president of Gulbarga Chamber of Commerce and Industry, said flight services to the district stopped in Oct 2025. "The worst affected have been IT professionals who moved to Bengaluru for work," he said. "These flights allowed them to return home for family and community events and stay connected to their culture. Tickets were available at a nominal Rs 2,500, but that option disappeared when operations shut down."

► **Schedule uncertainty, P 6**

Udan routes: Schedule uncertainty another worry

► **Continued from page 1**

Patil said one airline continued services for nearly a year even after VGF support ended in 2024, but rising ticket prices — up to Rs 5,000 — made the route unviable. "All operations were finally shelved by Oct 2025. That was the last flight to Bengaluru," he said.

He said while bureaucrats and politicians have since begun travelling via neighbouring Bidar district, about 110km away, it is impractical for ordinary citizens. "This detour may work for officials, but a regular resident of Kalaburagi cannot afford the additional cost and time."

Patil said delegations met Union civil aviation minister Kinjarapu Ram Mohan Naidu in Dec 2024 and again in Dec 2025. "Both times we were told there was a shortage of aircraft and that manufacturing would take another six months. The response has remained unchanged for two consecutive years," he said.

Aircraft shortages have also limited the allocation of more commercially viable routes, said Sanjeev Kattishetti, managing committee member, Belagavi Chamber of Commerce and Industry

and a director at FKCCI, Bengaluru. "Routes such as Pune have not been allotted citing a shortage of aircraft," he said.

Kattishetti said even when routes are announced, schedule uncertainty continues to undermine confidence among passengers. Referring to the Jaipur-Belagavi service that began operations on Jan 26, he said unpredictability remains a persistent issue. "This has been the case for flights connecting Belagavi to Delhi, Hyderabad and Bengaluru. This unpredictability makes Udan routes unviable, as passengers cannot rely on them," he said.

In a letter to the ministry of civil aviation (MoCA) in Dec 2025, N Manjula, secretary, infrastructure development department, sought an extension of VGF support from three years to five. She said of the 42 routes sanctioned for Karnataka, 31 became inactive after completing three years of VGF; six remained active with ongoing support, and only five continued operations even after the financial assistance period ended. Officials in the infrastructure development department said the state has received no response from MoCA so far.

Flyer's bomb hoax delays flight by 2 hrs

Sparks Major Security Concerns

TIMES NEWS NETWORK

Bengaluru: High drama unfolded at Kempegowda International Airport (KIA) Wednesday morning after a passenger allegedly claimed to be carrying explosives while boarding a flight to Ahmedabad, triggering a major security scare.

The IndiGo flight was delayed by nearly two hours as security agencies carried out repeated frisking of passengers, thorough baggage checks and a full security sweep of the aircraft. The claim was later found to be a hoax, and the aircraft was declared safe to fly.

The accused passenger was handed over to KIA police, who registered a case against him. He was released on station bail. The incident occurred around 8 am at boarding gate No. 30, when passengers were entering the aerobridge to board IndiGo flight 6E-586.



File photo

CISF personnel isolated the flyer's baggage, halted boarding and deboarded passengers who had already entered the aircraft. The bomb detection and disposal squad conducted a detailed check of all baggage and the aircraft, but found no explosives

According to a complaint filed by Rushad Homi Kavarana, security manager of Inter Globe Aviation Ltd (IndiGo), the accused was identified as Abu Aqeel Azhar Chad, 52, a resident of Andree Road in Richmond Town. A city-based apparel trader, Chad was travelling to Ahmedabad on business with a friend.

After clearing frisking by Central Industrial Security Force (CISF) personnel, Chad

was stopped by airline security staff for a final check before boarding. Irritated by the repeated screening, he allegedly told the staff, in a sarcastic remark, that he had two small bombs in his bag.

The statement immediately triggered a security alert. "Chad admitted to making the statement, but claimed he did not realise it would lead to such serious consequences," a senior officer said.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

30 JANUARY 2026

KIA launches personalised passenger service

TIMES NEWS NETWORK

Bengaluru: Kempegowda International Airport (KIA) launched Care by BLR, a new personalised passenger service brand aimed at redefining the airport experience through premium, end-to-end assistance offerings.

Bengaluru Airport International Limited (BIAL) said the Care by BLR portfolio in-



cludes meet and assist, porter and luggage services, valet parking, luxury limousine transfers, arrival lounge access, flower services and other curated offerings. These servi-

ces are available for departures, arrivals and transit passengers, covering both domestic and international travel across both Terminals 1 and 2.

All services operate round the clock in line with flight schedules. Passengers can book them through the Pulse App, the official BLR Airport website, or at dedicated Care by BLR counters located within both terminals.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

30 JANUARY 2026

Air India orders 30 Boeing 737s for fleet renewal and expansion

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Hyderabad: Air India on Thursday placed an additional order for 30 Boeing single-aisle aircraft, including 20 737-8 and 10 737-10 jets as part of its ongoing fleet renewal and regional expansion strategy. The jets, powered by CFM LEAP-1B engines, raise the Tata Group airline's Boeing orders to 250 aircraft, including the landmark 220-plane deal signed in 2023.

Announced at Wings India 2026, the MoU was exchanged by Air India CEO and MD Campbell Wilson in the presence of Union civil aviation minister K Ram Mohan Naidu. Wilson said the order supports Air India's ambition to become a world-class global carrier through steady inductions and phased upgrades.

Air India has already received 52 aircraft from its 2023 Boeing order and now awaits delivery of 198 more. Deliveries so far include 51 Boeing

737-8s operating with Air India Express and one Boeing 787-9, set to begin Mumbai-Frankfurt service from Feb 1. The airline also signed a multi-year component services program agreement with Boeing Global Services for its entire 787 fleet to improve parts availability and reduce downtime.

Additionally, Air India converted 15 A321neo orders to the longer-range A321XLR, enabling new international routes.



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Why indefinite relaxation on pilot rest norm, SC asks DGCA

New Delhi: Delhi high court on Friday questioned the Directorate General of Civil Aviation (DGCA) over the “indefinite” relaxation granted to airlines on implementing the new regulations governing pilots’ weekly rest and leave, reports **Abhinav Garg**.

Hearing a PIL that raised the issue, a bench of Chief Justice D K Upadhyaya and Justice Tejas Karia sought an explanation as to why the aviation regulator deferred the implementation of the new flight-duty norms soon after introducing them. “What is the rationale for withdrawal of this? And this applies to all airlines,” the bench asked the DGCA counsel. The HC issued notice, giving DGCA two weeks’ time to respond.

The new regulations mandate that “no leave shall be substituted by weekly rest”. On Dec 5, 2025, DGCA eased the Flight Duty Time Limitations to allow IndiGo to deploy more pilots on duty in order to reduce disruptions. The move came after IndiGo cancelled hundreds of flights nationwide in the first week of Dec after failing to prepare for the implementation of the new flight-duty norms for pilots.



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HC questions DGCA's rollback of fatigue norm

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, JANUARY 30

The DGCA on Friday reiterated before the Delhi HC that weekly rest for pilots was mandatory and could not be diluted, even as the court questioned the regulator over the rationale behind withdrawing a key fatigue-related norm without prescribing any time limit.

A Division Bench of Chief Justice Devendra Kumar Upadhyaya and Justice Tejas Karia was hearing a PIL challenging the DGCA's decision to keep parts of the revised Flight Duty Time Limitation (FDTL) framework in

Regulator says weekly rest non-negotiable

abeyance, following disruption to airline operations. The Bench issued notice to the Centre, the aviation regulator and IndiGo, directing them to file their responses in two weeks.

The DGCA counsel submitted that weekly rest for pilots remained inviolable. The court, however, sought an explanation for the DGC's decision to roll back a newly introduced provision that stated that leave could not be substituted in place of weekly rest.



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31 JANUARY 2026

IndiGo flight diverted to Ahmedabad after bomb threat

NEW DELHI An IndiGo flight from Kuwait to Delhi was diverted to Ahmedabad on Friday after a bomb threat was reported on board, triggering a full security response. Airport officials said the aircraft landed safely at Sardar Vallabhbhai Patel International Airport around 6.40 am with 180 passengers on board. No suspicious object was found during subsequent checks, said the officials. TNS