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THE DELIBERATE CASTROPIC CRISIS

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ABSTRACT

This study mainly focuses on the DGCA rules for the Indian Airline specially on the Indigo airlines. When the indigo airline found, who found the indigos airline, where the indigo airline headquarter are situated. What happened when the new DGCA rules came out for Indian Airlines. DGCA give limited time to all Indian Airlines to follow the new DGCA rules. All Indian Airlines start work on it expect indigo airline they don't follow the new rules which is given by DGCA. DGCA also extend time for indigo airlines, but they don't work on it instead they cancelled more 2000 flights in December 2025. By this action people face many problems its totally done purposely for extend or dismiss the new rules by DGCA. Instead dismiss the new rules DGCA extend time or warning to the indigo airlines for follow the new rules. In this study we also talk about Ahmedabad crash which is held in June 2025. What the actions taken by the government for those who lose their lives in this heartbreaking disaster.

KEYWORDS

DGCA (Directorate General of Civil Aviation) rules, Indigo Airline, Gautam Adani, Nitin Gadkari, Air India, Ahmedabad

INTRODUCTION

Indigo is a low-cost hybrid airline of India. The headquartered of indigo airline in Gurgaon Haryana. Indigo is the largest airline in India which is cover 64.2% share in market the primary source of indigo airline, which is situated in Indira Gandhi International airport, Delhi. Indigo airline is one of the private companies which is established in 2005. The founder of the indigo airline is Rakesh Gangwal and Bhatia. The first delivery was held in July 2006. Indigo airline is the largest airline of India by passenger market share in December 2012. This company was public in October 2015. In 2022 indigo was ranked the 15th most punctual airline globally. Indigo become one of the fastest growing low-cost carriers in the world and the largest airline in India. The airline strikes bulk deals with airbus, reducing unit cost. The airline targets a quick, 20 minutes turnaround time to prepare the

aircraft for the next flight, ensuring planes fly about 12 hours per day. In July 2023, India aviation watchdog DGCA imposed a 3 million (US$ 35,000) fine on Indigo for certain systemic deficiencies covering documentation pertaining to operations, training and engineering procedures. Also, in March 2025 the income tax department imposed a penalty of 9.44 billion (US$ 110 million) on Interglobal Aviation, Indigos Parent company, for the assessment year 2021-2022. Indigo mainly offers economy class seating. In 2024, it launched indigo stretch, with business class seats, in limited flights. benefits include complimentary meals advance seat selection, and zero convenience fee as a standard. Indigo offers premium services such as preassigned seats multiple cancellations, free snacks, priority check in and extra baggage allowance for extra fee.

INDIGO FLIGHT CANCELLATION

Recently we saw crisis on airport especially I talk about Indigo Airlines. In December 2025 more than 2000 flights were cancelled. Which is a man-made disaster or we can say it is a man made catastrophe because Directorate General Of Civil Aviation (DGCA) has proposed new rules related to passenger rights for cabin crew, pilot DGCA fix 8 hours flight time when the engine start the flight time start even they waited in a taxi line, they fix 10 hours duty time like when they check fuel, engine work properly before take-off the flight all they include in duty time. Before this DGCA rules the flight can land 6 times in a night but now they only land 2 times, the night duty include 12-5 but now the DGCA change it in 12-6, the rest time change also earlier the rest time was 36 hours but now the rest time has increased 48 hours. The DGCA give 14 months' time to all Indian airlines for accept or adjust new rules even after that they extend time to 3 months all Indian airlines work accordingly the new rules expect indigo airlines because there were more rules for indigo and profit are low but. To pressure on the government indigo cancel more than 2000 flights it totally "man-made disaster" because people face many problems after cancellation of their flights one of them was carrying the dead body of their husband, one of them was a student who had his last attempt and last interview for judiciary left as like apart from this people had to face many problems who will be responsible for this. Indigo has the largest share in monopoly airlines. But the minister of road transport and highways of India "Nitin Gadkari" say told the CEO of indigo airlines "Piter Elbers" if they want to walk on our runways, you will have accept our rules. After this incident the "Gautam Adani" recently open the Navi Mumbai International Airport (NMIA) December 2025. including a new Boeing 737 MAX 8, his focus in aviation is on airport infrastructure, with an $11 billion

plan for airport development, not an airline operation.

Similarly in 2000 to 2014 when the government run under Manmohan Singh he took some big changes in DGCA rules. As if they proposed Main Airport Regulatory Authority (AERA) in 2008 this act is enacted for the purpose of the airport economic regulatory authority to regulate tariff. In July 2013 the Civil Aviation Authority was proposed which shows Indian citizenship for persecuted religious minorities. But that time the government was weak there is no action plan should be success under the Manmohan Singh government. Directorate General of Civil Aviation (DGCA) was founded in 1946 for safety or security of all domestic civil aircraft operations. They manage all rules and regulation related to passengers, pilots, the engine work properly or not, they decide the rest time or landing time basically timetable or pilot and airstaff. But after 2004 when the government under Manmohan Singh there are major changes in DGCA rules, but they can't run successfully.

AHMEDABAD PLANE CRASH (AIR INDIA)

Recently we saw Thursday 12 June 2025 (08:09) flight of Air India AI171 which is take off from "Ahmedabad Sardar Vallabhbhai Patel International Airport". The flight was going from Ahmedabad to London in this crash killing more than 240 on board some are students, some people going with their families for vacation in this flight there are more than 53 Britons and 169 Indian this is the worst disaster in June 2025 every single person was kill in this crash when the polish investigate on this plane crash disaster they find that only one person was survive entire plane blast when police ask his name he told his name is Vishwas Kumar Ramesh after he survive or admitted in hospital Minister of Home Affairs of India

Amit shah also going to meet him for ask his health or wellness it is a heart-breaking incident happen in 2025 the flight was crash on the medical college where the students are eating some were laugh talk to each other even some student's parents are also present at that time which are killing in this heartbreaking plane crash incident. Pm Narendra Modi also decides to help their families and wellness. Air India chairman, Natarajan Chandrasekaran said now "our primary focus is on supporting all the affected people and their families. In our Indian history there are similar the worst air disaster in India was on 12 November 1996 in between Saudi Arabian Airlines or Kazakhstan Airline which was held in Chakri Haryana this is the worst crash in Indian history in this crash killing all 349 on board the two planes.

CONCLUSION

In conclusion, this research critically examined the legal and regulatory framework governing civil aviation in India considering the Directorate General of Civil Aviation's (DGCA) newly implemented Flight Duty Time Limitation (FDTL) norms and the operational crisis faced by IndiGo Airlines, which led to extensive flight cancellations in December 2025. The DGCA's updated FDTL rules, designed to enhance aviation safety by mandating extended rest periods and stricter duty limits for pilots, are grounded in statutory authority under the Aircraft Rules and Civil Aviation Requirements (CARs). These rules aim to reduce pilot fatigue and align domestic aviation safety standards with international best practices.

Legally, the DGCA's enforcement of FDTL norms is grounded in its statutory mandate under the Aircraft Rules, 1937 and related Civil Aviation Requirements, empowering it to regulate pilot duty time, rest periods, and overall airline compliance to ensure safety and public interest. The regulator's subsequent actions — including imposing fines and penalties on IndiGo for non-compliance, issuing warnings to senior airline officials, and requiring bank guarantees for systemic reforms — reflect a robust exercise of this enforcement authority. Furthermore, although not directly causally linked to these cancellations, the Gujarat (Ahmedabad) plane crash involving an Air India aircraft earlier in 2025 intensified public scrutiny of aviation safety and the role of regulatory oversight. The DGCA's ongoing investigative actions in crash inquiries illustrate the application of aviation accident investigation law and safety oversight mechanisms prescribed under national statute and International Civil Aviation Organization (ICAO) standards. Overall, the DGCA's actions demonstrate the balance between promoting aviation safety through stringent regulatory standards and ensuring operational stability in the airline industry. The case underscores the necessity for clear legal compliance, proactive implementation of safety norms by carriers, and continuing oversight by the regulator to protect both passenger rights and the integrity of India's civil aviation sector.