



FEDERATION OF INDIAN PILOTS

FIP/DGCA/25-17

08 Dec 2025

Director General of Civil Aviation ,
DGCA,
Opp Safdarjung Airport,
Aurobindo Marg,
New Delhi – 110003.

**SUBJECT: WITHDRAWAL OF ALL DISPENSATIONS ON CAR SEC 7 SER J PART
III REVISION II DATED 26 MARCH 2024 AND IMMEDIATE COMPLIANCE**

Respected Sir,

- 1) Reference is made to the Zoom meeting held with pilot associations at 1500 hrs on 05 Dec 2025. Also, please refer to various FDTL dispensations granted on the FDTL CAR which jeopardizes safety.
- 2) **Federation of Indian Pilots (FIP)** represents the professional interests of Airline Pilots across India, advocating for aviation safety, regulatory compliance, and crew welfare. This is the largest body of pilots exceeding 5500-5700.
- 3) The ongoing disruptions in IndiGo operations — comprising widespread delays and mass cancellations observed across Delhi, Mumbai, Chennai, Kolkatta, Bengaluru, Hyderabad, and other major/minor airports — have led to an unprecedented impact on the passengers and flight safety.
- 4) These disruptions have unfortunately been attempted to be wrongly portrayed as a consequence of the recent implementation of the Hon'ble Delhi High Court-directed Flight Duty Time Limit (FDTL) Regulations effective 01 July and 01 November 2025 respectively. The current disruptions **prove** that IndiGo does not possess the manpower capacity to operate this **expanded schedule** reliably under FDTL compliance even after committing in DGCA the compliance to the implementation of the new FDTL CAR on 01 July and 01 Nov 25. Since July 25 there were no cancellations or delays in the flights. After the implementation of second phase of FDTL CAR on 01 Nov 25 for which all airlines had earlier agreed for the implementation again a representation was made by Indigo and AI for dispensations and DGCA granted the attached dispensations. Further, DGCA approved **increased WINTER SCHEDULE of approx. 150 flights a day without verifying the availability of manpower and other resources**. From 02 Dec onwards it is very evident that the mass scale

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cancellations of flights exceeding 5500 till 08 Dec are primarily due to the **integration of network planning software for increased schedules in winter with the incorporation of new FDTL rules and optimum utilization of crews in crew rostering.** They may have a shortage of 60-65 captains but considering the number of A-320 utilized they have sufficient crews.

- 5) The blanket dispensation of holding the current CAR in **abeyance till 10 Feb 26 for only IndiGo airlines without any valid reasons.** Moreover, this has not been granted by the DG, DGCA under CAR Sec 1 Ser B Part III. It is surprising that other airlines are abiding by current FDTL rules. We fail to understand that why the pilots of IndiGo are being subjected to less rest and extended duty as per the old CAR. Secondly, the DGCA has still not cancelled the approval of extra flights granted to the airline in the winter schedule. Such a disparity between airlines concerning the safety matters in FDTL, anywhere in the world is unheard. The biggest carrier in India has managed to arm twist the GOI and get a total waiver of the FDTL norms. It is extremely unfortunate the way the commercial interests.
- 6) FIP categorically submits that this is **not** a failure of FDTL implementation, but **a direct result of IndiGo's prolonged lack of operational preparedness** safety is being compromised at the cost of and to very less extent **lean-manpower strategy** and this is despite the two-year notice period for full compliance of the scientifically made CAR on FDTL by the DGCA. FDTL norms exist solely to prevent crew fatigue, enhance safety and are **non-negotiable**. We have reiterated our stand in the meeting in DGCA on 24 Nov and again in the meeting with MoCA on 05 Dec 25. It is shocking that Indigo that **FDTL CAR has been held in abeyance for Indigo till 10 Feb 2026.** It may be pertinent to note that all other airlines in the country have complied to current FDTL CAR.
- 7) Granting any relaxation or waiver in FDTL would:
 - a) Endanger passenger safety.
 - b) Encourage non-compliance culture.
 - c) Undermine judicial mandate.
 - d) Penalize responsible operators.
- 8) It is noted that certain operators are attempting post-facto exemptions through fleet expansion schedules which must be firmly rejected. Despite being aware of staffing inadequacy, IndiGo has aggressively expanded its Winter Schedule by 7% which was duly approved by DGCA. All summer



FEDERATION OF INDIAN PILOTS

and winter schedules are submitted well in advance to the DGCA and are based on the availability of the aircrews, infrastructure, slots, aircraft and other manpower. **Based on the facts the DGCA approves the summer/winter schedule. Thus, it is essential that extra flights approval to Indigo be cancelled and allocated to other airlines.**

- 9) The current situation was entirely avoidable and stems from inefficiencies in **workforce planning** and not from FDTL norms intended to protect safety. In the world such a situation of pax inconvenience due to poor planning by airline is really unpardonable and involves **VERY STRICT ACTIONS by THE GOI so as to set examples for other airlines and avoid reoccurrences in future.**
- 10) In view of the above, it is once again reiterated that the exemption of complying with the current FDTL CAR to IndiGo airlines be withdrawn immediately to avoid infringement on air safety. **Also, it is requested that two other dispensations vide DGCA letter no's DGCA-22035/3/2022-FSD Part (2) and DGCA-22011/04/2021-FSD, both dated 05 Dec 2025, issued to all airlines should be withdrawn.**

With Warmest Regards,

(Capt. CS Randhawa)
President
Federation Of Indian Pilots (FIP)

Encls: As Stated

Copy To:

Secretary Civil Aviation, MOCA, Rajiv Gandhi Bhavan, New Delhi-110003

भारत सरकार

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DIRECTORATE GENERAL OF CIVIL AVIATION,
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NEW DELHI-110 003, INDIA.



मिसिल संख्या File No: DGCA-22035/3/2022-FSD-
Part(1)

दिनांक Dated : 09th October, 2025

To,
M/s Inter Globe Aviation Limited,
Level 1, Tower C,
Global Business Park M. G. Road,
Gurgaon – 122002, Haryana, India.

Subject: - Approval of FDTL Scheme Phase-II-reg.

Reference is made to your e-mail dated 04.09.2025 & 07.10.2025 on the subject cited above.

Your request has been examined and approval is hereby granted for the implementation of the Flight Duty Time Limitations (FDTL) Scheme Phase-II, in accordance with the Civil Aviation Requirements (CAR), Section 7, Series J, Part III, Issue III, Revision 2, dated 26 March 2024.

The scheme shall come into effect from 01 November 2025, as outlined in Annexure "A".

In consideration of operational constraints as stated by the operator, the requested variations are hereby accepted. However, these variations will be subject to a review after a period of six months from the date of implementation.

The operator is instructed to ensure strict compliance with all applicable provisions of the aforementioned CAR, along with the approved variations both in letter and in spirit.

The above approval is without prejudice to the compliance of requirements stipulated in the Aircraft Rules, 1937, Aeronautical Information Circulars and the applicable Civil Aviation Requirements relating to the subject matter.

This issues with the approval of the Competent Authority.



09/10/2025
(हिमांशु श्रीवास्तव)

(Himanshu Srivastava)

सहायक निदेशक प्रचालन (उड़ान मानक निदेशालय)
Asstt. Director of Operations (FSD)
कृते महानिदेशक नागर विमानन
for Director General of Civil Aviation

Annexure A

(DGCA-22035/3/2022-FSD)-Part(1)

S No	Clauses	Indigo Initial Proposal	Remarks by DG(CA)	Indigo Final Proposal	Final Remarks
1	3.11 Night Duty 0000-0600	Night Duty 0000-0500	Not Accepted	Night Duty Any Duty Period encroaching upon any portion of the time period between 0000 hrs and 0600 hrs in the time zone to which the crew is acclimatized, except for Guwahati Sub-FIR where it shall be 0000-0500	Accepted
2	6.1.4 (Operations encroaching night duty) FT: 8 hrs FDP: 10 hrs Landings: 02	Night Duty 0000-0500 FT: 8 hrs//9 hrs FDP: 10 hrs/12 hrs Landings : 02/01	Not Accepted	Note 3: Within Para 2.6.1.4, in the time zone to which the crew is acclimatized: (a) For FDP ending between 0000 – 0159 hrs or commencing between 0501 – 0600 hrs, one additional landing shall be permitted. (b) Two additional landings shall be permitted when FDP commences between 0501 – 0600 hrs and such flights will be restricted to an FT of 7 hours. (c) If the FDP consists of only one landing, maximum FT shall be 9 hrs, and maximum FDP shall be 11 hrs. The provisions of Note 3 can be exercised a maximum of 4 times in the preceding 168 hrs period. Additionally, when these provisions are exercised, Rest Period (Before the Flight) shall be increased by 1 hour for such FDP.	a) Accepted b) Two additional landings shall be permitted when FDP commences between 0501 – 0600 hrs and such flights will be restricted to an FT of 7 hours - <u>ON ATR AIRCRAFT ONLY</u> . Only 01 additional landing will shall be carried out on A320/321 aircrafts when FDP commences between 0501 – 0600 hrs c) Agreed



[Signature]
09/10/2024

Annexure A

DGCA-22 035/3/2022-FSD-804(1)

3	10.5 Transportation Time	Not Defined	Not Accepted	Period of transportation to and from an airport shall neither be counted towards duty time nor rest period. The period of transportation shall be a minimum time of 45 minutes. As the transportation time is more than 30 minutes, Rest Period (Before the Flight) shall increase by 30 mins.	Accepted
4	10.6.1 Weekly rest 60 hrs if crew undertakes more than 3 duties wherein the flight duty period encroaches in to the Night Duty period.	The weekly rest shall be a minimum of 60 hours including 2 local nights in the event that the crew undertakes more than 4 duties wherein the flight duty period encroaches into the Night Duty period or the WOCL, in the preceding 168 hrs. period.	Accepted	The weekly rest shall be a minimum of 60 hours including 2 local nights in the event that the crew undertakes more than 4 duties wherein the flight duty period encroaches into the Night Duty period or the WOCL, in the preceding 168 hrs. period.	Accepted
5	13.3 Duties in consecutive nights, (0000-0600) 24+2 hrs with local night rest	When a crew has undertaken flight duties in consecutive nights, then for transition to flights beyond period 0000 to 0500 hrs, he/she should not be scheduled for a flight which is commencing prior to, at least 24 hrs including one local night from arrival of the flight and prior to Company local night plus 2 hrs.	Not Accepted	When a crew has undertaken flight duties in consecutive nights, then for transition to flights beyond period 0000 to 0600 hrs (except for Guwahati Sub-FIR where it shall be 0000 to 0500 hrs), he/she should not be scheduled for a flight which is commencing prior to, at least 24 hrs including one local night from arrival of the flight and prior to Company local night plus 2 hrs.	Accepted



[Signature]
09/10/2025

Annexure A

DGCA - 22035/3/2022-FSD-Part(1)

6	15.5.2 Post ULR Flight Rest Period ULR Flight on return to Home Base-120 hours free of all duties. Rest period increases by 24 hours after 02 consecutive ULR flights.	As of date, Company does not have ULR operations. The scheme for ULR operations will be updated as and when such operations are commenced.		As of date, Company does not have ULR operations. The scheme for ULR operations will be updated as and when such operations are commenced.	Accepted
7	16 UNFORSEEN OPERATIONAL CIRCUMSTANCES (a) Flight Time by maximum of 01 hour. (b) FDP by maximum of 02 hours.	a) Flight Time by maximum of 1½ hours. b) FDP by maximum of 3 hours	Accepted	a) Flight Time by maximum of 1½ hours. b) FDP by maximum of 3 hours	Accepted



Shm
09/10/2025.

CHART ON VARIATION IN APPROVED FDP SCHEMES OF AIRLINES AND FDTL CAR

A. AIR INDIA

Clause No. of CAR	CAR provision	Air India Exemption/Variation granted												
6.1.4	The maximum flight time and maximum flight duty period during any 24 hrs are indicated in the following Table. Maximum No. of Landings for operations encroaching night duty- 2, Max Flight duty period 10hrs, Max Flight time 8hrs Night duty - Any Duty Period encroaching upon any portion of the time period between 0000 hrs and 0600 hrs in the time zone to which the crew is acclimatized.	Maximum No. of Landings for operations encroaching night duty- 2, Max Flight duty period 10hrs, Max Flight time 8hrs but, a) Where, due to flight delay, the last sector originally scheduled to complete before 2359 hrs now completes between 0000-0159 hrs, the crew may operate that sector to complete the flight. b) When the flight duty begins between 0501-0600 hrs, the crew may operate up to three landings.												
16.1	Flight Time, Flight Duty Period and Landing may be extended due to unforeseen operational circumstances as follows: a) Flight Time by maximum of 01 hour. b) FDP by maximum of 02 hours.	Flight Time, Flight Duty Period and Landing may be extended due to unforeseen operational circumstances as follows: a) Flight Time by maximum of 01 ½ hour. b) FDP by maximum of 03 hours.												
10.5	The operator shall include in the 'Scheme' the optimum time of transportation after taking into account various factors and on ensuring that the rest period does not get reduced below the minimum rest requirements. Period of transportation to and from an airport shall neither be counted towards duty time nor rest period. However, if the transportation time is	The transportation time to and from an airport shall neither be counted towards duty time. The standard transportation time for Air India will be as follows. <table border="1" style="margin: 10px auto;"> <thead> <tr> <th>Stations</th><th>Transport Time</th><th>Additional Rest</th></tr> </thead> <tbody> <tr> <td>DEL/BOM/BLR</td><td>60 minutes</td><td>60 Minutes will be added to the minimum rest period.</td></tr> <tr> <td>Other Domestic Stations except for DEL/BOM/BLR</td><td>45 minutes</td><td>30 Minutes will be added to the minimum rest period.</td></tr> <tr> <td>All International Stations</td><td>30 minutes</td><td>Nil</td></tr> </tbody> </table> only one way transport time is considered in AI approved scheme for additional rest.	Stations	Transport Time	Additional Rest	DEL/BOM/BLR	60 minutes	60 Minutes will be added to the minimum rest period.	Other Domestic Stations except for DEL/BOM/BLR	45 minutes	30 Minutes will be added to the minimum rest period.	All International Stations	30 minutes	Nil
Stations	Transport Time	Additional Rest												
DEL/BOM/BLR	60 minutes	60 Minutes will be added to the minimum rest period.												
Other Domestic Stations except for DEL/BOM/BLR	45 minutes	30 Minutes will be added to the minimum rest period.												
All International Stations	30 minutes	Nil												

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	more than 30 minutes, the rest shall increase by twice of time above 30 minutes.	
15.6	"Flight Crew... on return to Home Base shall be provided with a period of least 120 hours free of all duties. The rest period shall increase by 24 hours after 02 consecutive ULR flights."	"Flight Crew... on return to Home Base/Temporary Home Base (twice a month only) shall be provided with a period of least 120 hrs. free of all duties." New Added "Note 1: Consecutive ULR Flight - A pair of ULR flights will be considered consecutive if the subsequent ULR flight is operated after a minimum rest period of 120 hours up to a maximum of 132 hours. These 12 hours act as buffer..." "Note 2: If the subsequent ULR flight is operated after 132 hours of rest, it will not be considered a Consecutive ULR Flight." "Note 3: If two ULR Flights are operated back-to-back with any other duty, (e.g. Office, Training, or Standby) planned in between, then it will not qualify as a Consecutive ULR flight."
13.3	When a crew has undertaken duties in consecutive nights, then for transition to flights beyond period 0000 to 0600 hrs, he/ she should not be scheduled for a flight which is commencing prior to, at least 24 hrs including one local night from arrival of the flight and prior to company local night plus 2 hrs.	When a crew has undertaken flight duties in consecutive nights, then for transition to flights beyond period 0000 to 0600 hrs, he/she should not be scheduled for a flight which is commencing prior to, at least 24 hrs including one local night from arrival of flight and prior to company local night plus 2 hrs.
10.1	Rest Period (before flight)	Added New note 4: For Pilots who primarily carry out office duties including FTO/ATO (only applicable for administrative work and not SIM Training) and whose flight duty is followed by office duty, the applicable post-flight rest period shall be determined as follows: - For Operations within acclimatized time zone: The rest period must meet either the weekly rest requirement (if applicable) or the minimum post-flight rest required before office duty, whichever is greater. - For Operations outside the acclimatized time zone: The rest period must meet either the weekly rest requirement (if applicable) or a minimum of 24 hours (including one local night), whichever is greater.
10.3	Note 3: In case a flight crew returns to duty after leave, the minimum rest period, of 10 hrs (from 0000hrs) shall be given. The leaves shall be considered as local days.	Note 3: In case a flight crew returns to duty after leave, the minimum rest period of 10 hrs (from 0000 hrs) shall be given. The leaves shall be considered as local days. This will be applicable to leaves provided as part of the monthly roster publication.

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B. INDIGO AIRLINES

Clause No. of CAR	CAR provision	Indigo
3.11	Night Duty - Any Duty Period encroaching upon any portion of the time period between 0000 hrs and 0600 hrs in the time zone to which the crew is acclimatized.	2.3.11 Night Duty - Any Duty Period encroaching upon any portion of the time period between 0000 hrs and 0600 hrs in the time zone to which the crew is acclimatized, except for Guwahati Sub FIR where it shall be 0000-0500.
6.1	6.2 The maximum duty period during any 24 hours shall not be more than one hour beyond maximum allowable Flight Duty Period as stated in Para 6.1 and Para 7. <i>Note 1: Para 6.1.3 shall be applicable for operations encroaching night duty beyond 'acclimatized' zone.</i> <i>Note 2: Para 6.1.4 shall only be applicable for flight operations within the 'acclimatized' zone.</i> <i>Note 3: Maximum number of Landings in Para 6.1.4 may be increased to 04 for Cargo Operations only. This shall not be applicable for the flight crew operating passenger flights in the same duty cycle. The calculative rest period after such cargo operations shall be 24 hours including one local night from arrival of the flight and local night plus 2 hrs.</i>	<u>Additional Note 4 is added beyond CAR</u> Note 4: Within Para 2.6.1.4, On the A320/A321 Fleet, in the time zone to which the crew is acclimatized: a) For FDP ending between 0000-0159 hrs or commencing between 0501-0600 hrs, one additional landing shall be permitted. b) If the FDP consists of only one landing, maximum FT may be increased to 9 hrs, and maximum FDP may be increased to 11 hours
10.1	<i>Note 3: In case a flight crew returns to duty after leave, the minimum rest period of 10 hrs (from 0000hrs) shall be given. The leaves shall be considered as local days.</i>	<i>Note 3: In case a flight crew returns to duty after published leave, the minimum rest period of 10 hrs (from 0000hrs) shall be given. "Published leaves" refers to any leave that has been assigned and included in the roster on the day of its release. The leaves shall be considered as local days.</i>

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Ministry of Civil Aviation



Statement by Minister of Civil Aviation Shri Ram Mohan Naidu on the Indigo Service Disruption

Posted On: 05 DEC 2025 4:45PM by PIB Delhi

Ministry of Civil Aviation has taken urgent and proactive measures to address the ongoing disruption in flight schedules, particularly those of Indigo Airlines. The Flight Duty Time Limitations (FDTL) orders of the DGCA have been placed in abeyance with immediate effect. Without compromising on air safety, this decision has been taken solely in the interest of passengers, especially senior citizens, students, patients, and others who rely on timely air travel for essential needs.

In addition to this, several operational measures have been directed to ensure that normal airline services are restored at the earliest and that the inconvenience caused to travellers is significantly reduced. Based on the immediate implementation of these directives, we expect that flight schedules will begin to stabilise and return to normal by tomorrow. We anticipate that complete restoration of services will be achieved within the next three days.

To support passengers during this period, airlines have been instructed to provide regular and accurate updates through enhanced online information systems, enabling passengers to monitor real-time flight status from their homes. In case of any flight cancellations, the airlines will issue full refunds automatically, without the need for passengers to make any requests. Passengers who are stranded due to prolonged delays will be provided hotel accommodation arranged directly by the airlines.

Special priority is being accorded to senior citizens and differently abled. They will be provided lounge access and every possible assistance to ensure that their travel experience remains comfortable. Furthermore, refreshments and essential services will be provided to all passengers affected by delayed flights.

The Ministry of Civil Aviation has established a 24×7 Control Room (011-24610843, 011-24693963, 096503-91859) that is monitoring the situation on a real-time basis to ensure swift corrective action, effective coordination, and immediate resolution of issues as they arise.

High-Level Inquiry Ordered

The Government of India has decided to institute a high-level inquiry into this disruption. The inquiry will examine what went wrong at Indigo, determine accountability wherever required for appropriate actions, and recommend measures to prevent similar disruptions in the future, ensuring that passengers do not face such hardships again.

Our Assurance to the Nation

The Central Government is fully alert to the difficulties being faced by air passengers and remains in continuous consultation with airlines and all relevant stakeholders. Every necessary measure, including regulatory relaxations as permitted by DGCA, is being taken to stabilise airline operations and alleviate public inconvenience at the earliest possible time.

Passenger care, safety, and convenience continue to remain the highest priority of the Government of India.

Divyanshu Kumar

(Release ID: 2199455) Visitor Counter : 6114

Read this release in: Urdu , हिन्दी , Marathi , Assamese , Bengali , Gujarati , Odia , Telugu , Malayalam

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DIRECTORATE GENERAL OF CIVIL AVIATION,
OPP. SAFDARJUNG AIRPORT,
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एक कदम स्वच्छता की ओर

मिसिल संख्या File No: DGCA-22035/3/2022-FSD-
Part(2)

दिनांक Dated : 05th December, 2025

Subject: One time exemption from Para 3.11 and Para 6.1.4 of Civil Aviation Requirements Section 7 Series J Part III Rev 2 Dated 26/03/2024 for A320 Fleet Operations – reg.

Whereas representations received from M/s Indigo airlines regarding severe operational disruptions, including massive flight cancellations/delays and consequential passenger inconvenience. The airlines have submitted that the disruptions have primarily arisen due to the implementation of Phase-II of the revised FDTL Civil Aviation Requirements, wherein limitations under Para 3.11 and Para 6.1.4 have resulted in significant crew availability constraints.

Whereas, during the meetings held with Indigo it was highlighted by the OPERATOR that:

- The operational challenges mainly erupted due to the revised Phase-II FDTL limitations,
- Operator could not adequately anticipated, Crew planning and rostering preparedness were insufficient, resulting in widespread disruption,
- The resulting impact has caused considerable passenger inconvenience, for which the primary accountability rests with the operators.
- The operator has indicated that crew recruitment will occur in the coming days in order to achieve compliance with the required standards

Whereas, in view of the above and after detailed deliberations with the Ministry of Civil Aviation, it has been considered necessary, as a one-time measure, to stabilize the national aviation network and restore normalcy in passenger services.

Accordingly in public interest, DGCA hereby grants a temporary one time exemption to M/s Indigo for A320 fleet operations from the following provisions of the revised FDTL Civil Aviation Requirements Section 7 Series J Part III Rev 2 Dated 26/03/2024 (Phase-II):

1. Para 3.11 (Night Duty 0000-0500)
2. Para 6.1.4 (For operations encroaching night duty)

The exemption is granted solely to facilitate operational stabilisation and shall not be construed as dilution of safety requirements.

This exemption shall remain valid up to 10 February 2026, and shall be subject to mandatory review every 15 days based on the operational data and compliance reports submitted by the airlines.



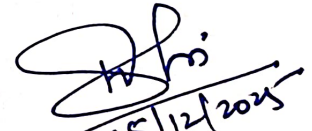
Conditions of Approval:

- (a) Airlines shall submit a fortnightly progress report to DGCA detailing:
- I. Actual utilisation of crew,
 - II. Steps taken to enhance crew availability,
 - III. Operability improvements achieved,
 - IV. Revised crew planning and rostering measures.
- (b) Within 30 days, Indigo shall submit a Roadmap for full compliance with FDTL of Civil Aviation Requirements Section 7 Series J Part III Rev 2 Dated 26/03/2024 Phase-II, including timelines to achieve 100% adherence.
- (c) Operator shall ensure strict adherence to all other provisions of FDTL of Civil Aviation Requirements Section 7 Series J Part III Rev 2 Dated 26/03/2024 without exception.
- (d) Safety shall remain paramount, and DGCA reserves the right to withdraw this exemption at any time in the interest of flight safety.

This approval is intended only as a temporary facilitative measure to alleviate ongoing disruptions and ensure continuity of essential air services.

This issues with the approval of the competent authority.




05/12/2024
(हिमांशु श्रीवास्तव)

(Himanshu Srivastava)

सहायक निदेशक प्रचालन (उड़ान मानक निदेशालय)

Asstt. Director of Operations (FSD)

कृते महानिदेशक नागर विमानन
for Director General of Civil Aviation

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DIRECTORATE GENERAL OF CIVIL AVIATION,
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एक कार्यकाल निदेशालय की ओर

मिसिल संख्या File No: DGCA-22011/04/2021-FSD

दिनांक Dated : 5th December, 2025

Subject: Withdrawal of Instructions Regarding Published Weekly Rest

Refer to letter No. DGCA-22011/04/2021-FSD dated 20.01.2025.

Whereas, reference is invited to the above-mentioned letter, specifically to the paragraph stipulating that "no leave shall be substituted for weekly rest"; and

Whereas, in view of the ongoing operational disruptions and representations received from various airlines regarding the need to ensure continuity and stability of operations, it has been considered necessary to review the said provision;

Now, therefore, the instruction contained in the referenced paragraph that no leave shall be substituted for weekly rest is hereby withdrawn with immediate effect.

This issues with the approval of the Competent Authority (CA).



05/12/2025

(हिमांशु श्रीवास्तव)

(Himanshu Srivastava)

सहायक निदेशक प्रचालन (उड़ान मानक निदेशालय)

Asstt. Director of Operations (FSD)

कृते महानिदेशक नागर विमानन

for Director General of Civil Aviation

To All operators: