

On the Government's own infrastructure dashboard, Indian airlines flew less than a year earlier

In this report: the case on the dashboard's own cards; Indian scheduled airlines; goods trains; roads, power and ports, and how the figures were made.

On MoSPI's PAIMANA infrastructure dashboard, as updated on 16 October 2026, the revenue passenger kilometres of Indian scheduled airlines were 8.8 per cent lower in FY 2026-27 up to August, which is April to August 2026, than a year earlier. Each of the eleven airline cards that print a change for those months is lower than a year earlier, and the airlines carried 7.87 crore passengers, 4.6 per cent fewer.

Sector and period	What the dashboard shows
Civil aviation, FY 2026-27 up to August	In FY 2026-27 up to August, Indian scheduled airlines carried 4.6 per cent fewer passengers than a year earlier, and their revenue passenger kilometres were 8.8 per cent lower.
Railways, FY 2024-25	In FY 2024-25, the average speed of goods trains was 6.4 per cent lower than a year earlier, and net tonne kilometres per wagon per day were 7.1 per cent lower.
Roads, FY 2026-27 up to September	In FY 2026-27 up to September, National Highways constructed were 18.6 per cent less than a year earlier, while electronic toll collections were 11.7 per cent higher.
Power, for the period the card labels FY 2025-26	For the period that the card labels FY 2025-26, with its figures as on February 2026, interruptions of supply per customer outside agriculture were 5 per cent more than a year earlier.
Ports, FY 2024-25 and calendar year 2025	In FY 2024-25, passenger traffic at major ports was 7.9 per cent lower than a year earlier, and in calendar year 2025 the people employed at major and non-major ports were 9.7 per cent fewer.

MoSPI's PAIMANA Performance Monitoring Dashboard is the Government's own record of six infrastructure sectors, and its quarterly update of 16 October 2026 moved the airline cards to August 2026 and the roads cards to September 2026. The railway cards still end in March 2025, so each sector's figures cover a different period.

1. Civil aviation: the paying traffic of Indian scheduled airlines was 8.8 per cent lower in FY 2026-27 up to August than a year earlier

On MoSPI's PAIMANA infrastructure dashboard, as updated on 16 October 2026, the revenue passenger kilometres of Indian scheduled airlines were 8.8 per cent lower in FY 2026-27 up to August, which is April to August 2026, than a year earlier. Each of the eleven airline cards that print a change for those months is lower than a year earlier, and the airlines carried 7.87 crore passengers, 4.6 per cent fewer.

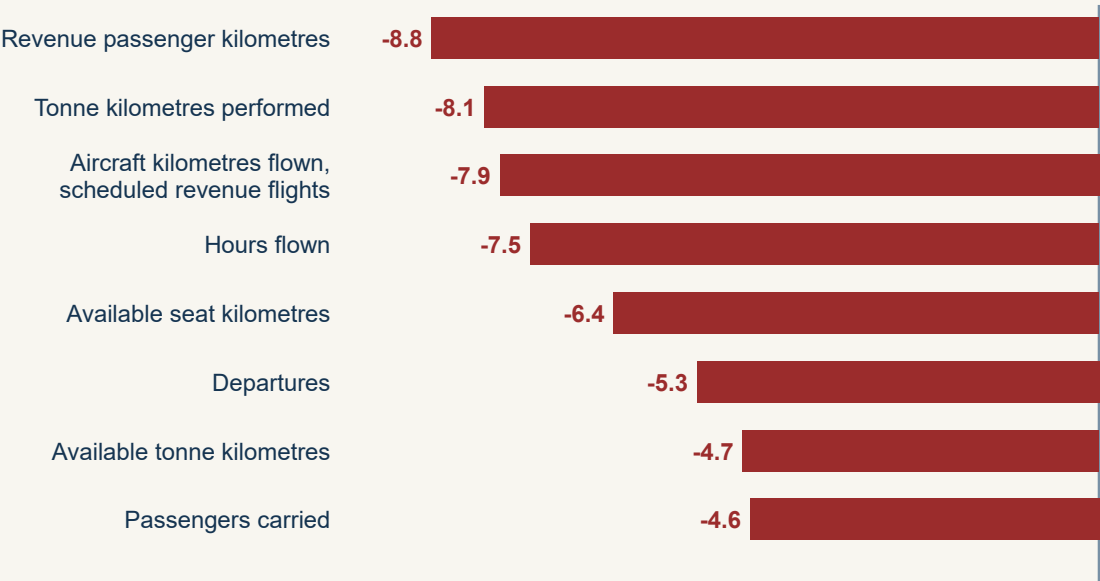
In FY 2026-27 up to August, the available seat kilometres of Indian scheduled airlines were 6.4 per cent lower than a year earlier; their hours flown were 7.5 per cent lower; and their departures were 5.3 per cent lower.

In FY 2026-27 up to August, the tonne kilometres performed by Indian scheduled airlines were 8.1 per cent lower than a year earlier; their aircraft kilometres flown on scheduled revenue flights were 7.9 per cent lower; and their available tonne kilometres were 4.7 per cent lower.

This means that in FY 2026-27 up to August, Indian scheduled airlines flew fewer paying passengers over fewer kilometres, and offered fewer seat kilometres, than in the same months a year earlier.

Indian scheduled airlines

FY 2026-27 up to August: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, civil aviation, as saved on 16 October 2026.

Each bar is one airline card for FY 2026-27 up to August, and its length is the change against a year earlier. Every bar on this chart is a fall.

The airline cards come from the Directorate General of Civil Aviation and cover Indian scheduled operators only. Passengers carried, hours flown and departures count their scheduled and non-scheduled services, and the other cards count their scheduled operations. Aircraft kilometres count scheduled revenue flights only.

3. Railways: goods trains ran slower in FY 2024-25, the latest year the dashboard gives for the railways

In FY 2024-25, which is still the latest year that the dashboard gives for the railways after its update of 16 October 2026, the average speed of goods trains was 23.4 km per hour, which was 6.4 per cent lower than a year earlier. In FY 2024-25, net tonne kilometres per broad gauge wagon per day were 7,292, which was 7.1 per cent lower than a year earlier; and the time a broad gauge wagon took to turn round was 5.5 days, which was 7.2 per cent longer.

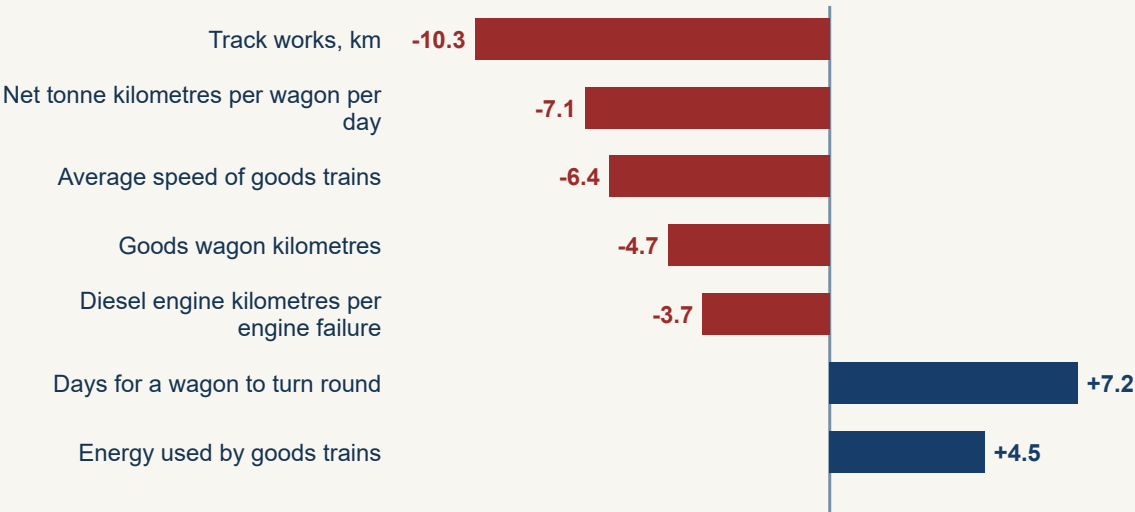
In FY 2024-25, goods wagons ran 22,841 million wagon kilometres, which was 4.7 per cent fewer than a year earlier; and track works covered 10,099 km, which was 10.3 per cent less.

In FY 2024-25, diesel electric engines on the broad gauge ran 197,458 km for each engine failure, which was 3.7 per cent fewer than a year earlier. In FY 2024-25, the energy that goods trains used for every thousand gross tonne kilometres, in a unit that the card does not print, was 4.5 per cent higher than a year earlier.

In FY 2024-25, on the Ministry of Railways' own figures, freight trains moved more slowly and each wagon did less work each day than a year earlier.

Railways: goods trains and track works

FY 2024-25: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, railways, as saved on 16 October 2026.

Each bar is one railway card for FY 2024-25. A bar to the left is a fall and a bar to the right is a rise, and for the days a wagon takes to turn round and the energy goods trains use, a rise means more days and more energy.

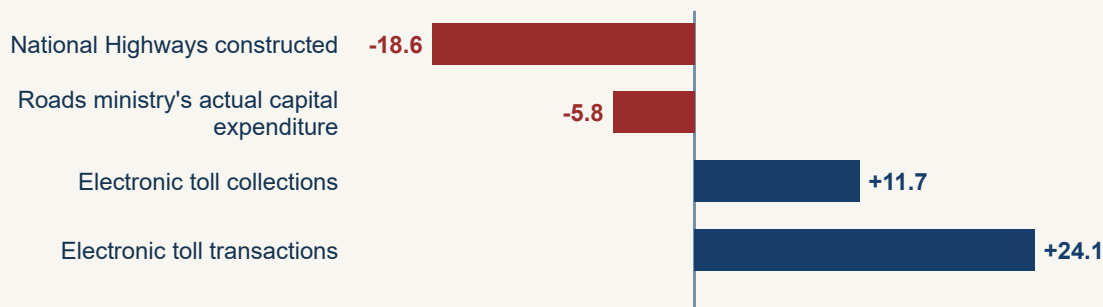
The cards name the Ministry of Railways as their source and give their figures as on 31 March 2025. The average speed counts operational halts such as crossings, signal stops and yard detention. The goods wagon card is named for the length of the network, but its description says that it measures the distance wagons travelled.

Roads, power and ports, and how the figures were made

In FY 2026-27 up to September, which is April to September 2026, the dashboard prints 2,369.46 km of National Highways constructed, which was 18.6 per cent less than a year earlier. In FY 2026-27 up to September, the roads ministry's actual capital expenditure was ₹1,58,998 crore, which was 5.8 per cent lower than a year earlier.

Roads

FY 2026-27 up to September: per cent change than a year earlier



Source: MoSPI, PAIMANA Performance Monitoring Dashboard, roads, as saved on 16 October 2026.

Each bar is one roads card for the same months, FY 2026-27 up to September.

For the period that the dashboard labels FY 2025-26, with its figures as on February 2026, interruptions of supply per customer outside agriculture were 5 per cent more than a year earlier. For the period that it labels FY 2025-26 (Feb, 2026), the card for the average duration of interruptions outside agriculture printed a rise of 35.2 per cent on a year earlier.

In FY 2024-25, passenger traffic at major ports was 5,85,900, which was 7.9 per cent fewer than a year earlier. In calendar year 2025, the people employed at major and non-major ports numbered 27,144, which was 9.7 per cent fewer than a year earlier.

Every figure in this brief is a card on MoSPI's PAIMANA Performance Monitoring Dashboard of the infrastructure sector, as the dashboard stood at 16:04 IST on 16 October 2026, minutes after its quarterly update of that day. MoSPI overwrites the dashboard in place, so the figures were read from a copy saved at that moment.

On MoSPI's own dashboard as updated on 16 October 2026, each of these cards reads worse than a year earlier, each for its own period: airline traffic in FY 2026-27 up to August; the speed of goods trains in FY 2024-25; highway construction in FY 2026-27 up to September; interruptions of supply per customer outside agriculture, for the period the card labels FY 2025-26 with its figures as on February 2026; and passenger traffic at major ports in FY 2024-25.