



## Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

24 JUNE 2025

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# Hit by bird, AI flight lands safely at Thiruvananthapuram airport

TIMES NEWS NETWORK

### Thiruvananthapuram:

An Air India Airbus A320 flight from New Delhi encountered a bird strike about 200 feet above the ground during its final approach towards Thiruvananthapuram International Airport on Sunday evening.

Despite the strike, the pilot executed a smooth and safe landing at the airport. As per protocol, Airports Authority of In-

dia flagged the aircraft for a detailed technical inspection.

The aircraft, designed to board around 180 passengers, remained grounded overnight. This had cascading operational effects — the return flight, AI2455, from Thiruvananthapuram to New Delhi scheduled for Sunday night, was cancelled. The flight eventually departed on Monday morning. Thiruvananthapuram airport has been grappling with bird strikes

of late. Back in March, environmental experts warned of increasing bird density near runways, fuelled by nearby waste dumps that attracted avian wildlife, highlighting the heightened risk to aircraft.

Following this, the city corporation intervened and proposed a meat rendering plant near the airport with funding assistance from Adani Group, the airport operator. However, the proposal was dropped.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

25 JUNE 2025

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## Adani Group secures \$1 b financing for Mumbai airport development

**Our Bureau**  
Mumbai

The Adani Group announced on Tuesday that it has secured \$1 billion in financing for the Mumbai airport from global investors and insurance companies.

The transaction involves the issuance of \$750 million notes maturing July 2029, which will be used for refinancing.

The financing structure also includes a provision to raise an additional \$250 million, resulting in total financing of \$1 billion.

This framework will

provide enhanced financial flexibility for the capital expenditure programme of Mumbai International Airport Limited (MIAL) for development, modernisation, and capacity enhancement, the group said.

The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies, which included BlackRock-managed funds and Standard Chartered, among others.

This is the second debt refinancing transaction for the group's airports within a month.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

25 JUNE 2025

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## Flyers to pay up to ₹1,225 as user fee at Navi Mumbai

**Our Bureau**  
Mumbai

Flyers will be levied up to ₹1,225 as user development fee at the Navi Mumbai airport with the Airport Economic Regulatory Authority (AERA) approving the *ad hoc* tariff proposal.

Navi Mumbai airport is expected to begin operations from August-end. While domestic flights will commence first, the airport is also encouraging international services and has secured the nod to waive landing fee for overseas routes for one year.

AERA has allowed UDF of ₹620 and ₹1,225 respectively for passengers departing on domestic and international flights. Passengers ar-

riving on domestic and international flights will be charged ₹270 and ₹525 respectively.

The regulator, however, turned down the Navi Mumbai airport's proposal for higher rates.

### HIGHER RATES

"Proposal of the airport operator for UDF and landing charges needs to be rationalised and moderated," AERA said.

The regulator also raised questions on the tariff rate card given by the airport operator for cargo operations and termed it as complex. However, the same is being considered for time being, and the airport has been asked to simplify its rates for cargo services.



# Corporate Communications Directorate

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BUSINESS LINE

DELHI

25 JUNE 2025

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## DGCA inspects major airports to boost safety

**Our Bureau**  
New Delhi

India's civil aviation regulator has conducted inspections at major airports, including Delhi and Mumbai, to strengthen safety measures across the aviation sector.

According to the Directorate General of Civil Aviation (DGCA), the inspections were carried out last week during "night and early morning hours" under its comprehensive surveillance initiative.

### **FLIGHT OPERATIONS**

Two teams, led by the Joint Director General-level officer, conducted inspections at major airports, including Delhi and Mumbai.

The surveillance covered critical areas such as flight operations, airworthiness, ramp safety, air traffic control and pre-flight medical evaluations. The inspections revealed several safety concerns, including ineffective monitoring and inadequate rectification of defects on aircraft, unserviceable ground handling equipment, and poor line maintenance stores and tool control procedures. "This process of comprehensive surveillance will continue in the future to detect hazards in the system," the DGCA said.



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

25 JUNE 2025

## नवी मुंबई एयरपोर्ट पर यूजर डेवलपमेंट फीस

बिजनेस संवाददाता | मुंबई

नवी मुंबई इंटरनेशनल एयरपोर्ट पर यात्रियों को अब 1,225 रुपए तक की यूजर डेवलपमेंट फीस (यूडीएफ) का भुगतान करना पड़ेगा। नई व्यवस्था के तहत यहां से घरेलू उड़ानों के लिए यात्रियों को 620 रुपए और अंतरराष्ट्रीय उड़ानों के लिए 1,225 रुपए यूडीएफ देना होगा। वहीं, अराइवल पर घरेलू यात्रियों के लिए 270 रुपए और अंतरराष्ट्रीय यात्रियों के लिए 525 रुपए का यूडीएफ का नियम लागू किया गया है। ये फीस वित्त 2025-26 के लिए अस्थायी रूप से लागू की गई है। यह व्यवस्था 31 मार्च, 2026 तक या नियमित टैरिफ के अंतिम निर्धारण तक जारी रहेगी। अदाणी ग्रुप द्वारा विकसित किया जा रहा यह एयरपोर्ट इस साल के अंत तक चालू हो जाएगा।



# Corporate Communications Directorate

DESHBANDHU

DELHI

25 JUNE 2025

## अदाणी एयरपोर्ट्स को मुंबई अंतरराष्ट्रीय हवाई अड्डे के लिए मिला 1 अरब डॉलर का फंड

मुंबई, 24 जून (एजेसिया)। अदाणी एयरपोर्ट्स होल्डिंग्स लिमिटेड (एएचएल) ने मंगलवार को कहा कि कंपनी को अपने मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड (एमआईएल) के लिए एक प्रोजेक्ट फाइनेंस स्ट्रक्चर के जरिए 1 अरब डॉलर की फाइनेंसिंग मिली है। इस लेन-देन में जुलाई 2029 तक मैच्योर होने वाले 750 मिलियन डॉलर के नोट जारी करना शामिल है, जिसका इस्तेमाल रिफाइनेंसिंग के लिए किया जाएगा। फाइनेंसिंग स्ट्रक्चर में एडिशनल 250 मिलियन डॉलर जुटाने का प्रावधान भी शामिल है, जिसके परिणामस्वरूप कुल 1 अरब डॉलर की फाइनेंसिंग होगी। अदाणी एंटरप्राइजेज लिमिटेड की पूर्ण स्वामित्व वाली सहायक कंपनी और भारत के सबसे बड़े निजी हवाई अड्डा संचालक ने कहा कि यह फ्रेमवर्क एमआईएल के विकास, आधुनिकीकरण और क्षमता वृद्धि के लिए पूंजीगत व्यय कार्यक्रम के लिए बेहतर फाइनेंसियल फ्लेक्सिबिलिटी प्रदान करेगा। यह नई फाइनेंसिंग हाल ही में वैश्विक बैंकों के एक संघ से एएचएल द्वारा प्राप्त 750 मिलियन डॉलर की फाइनेंसिंग के बाद हुई है। लेटेस्ट ट्रांजैक्शन डायवर्सिफाइड ग्लोबल कैपिटल मार्केट तक अदाणी की पहुंच और भारत के नेक्स्ट जनरेशन इंफ्रास्ट्रक्चर प्लेटफॉर्म पर हाई-क्वालिटी वाले निवेशकों को आकर्षित करने की कंपनी की क्षमता का प्रमाण है।



# Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

24 JUNE 2025

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## **Qatar airspace closure disrupts flights from Kerala airports**

**THIRUVANANTHAPURAM, DHNS:** Flights from Thiruvananthapuram and Kochi airports were disrupted on Monday due to the closure of Qatar's airspace.

Kochi's Air India Express flight to Muscat was diverted, and Air India's Doha-bound flight was cancelled. A Qatar Airways flight arriving at Kochi was delayed, affecting its return journey.

Similarly, Air Arabia and Etihad flights to Abu Dhabi from Kochi were delayed.

Thiruvananthapuram's Gulf Air flight to Bahrain returned, while Emirates and Qatar Airways services to Dubai and Doha were held. Air India Express flights to Dammam and Dubai were also delayed.

Passengers were advised to check with airlines for updates.



# Corporate Communications Directorate

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THE ECONOMIC TIMES

DELHI

25 JUNE 2025

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## AERA Clears UDF for Navi Mum Airport



**MUMBAI** Regulator  
AERA has approved an ad-hoc user development fee (UDF) of up to ₹1,225 at Navi Mumbai airport. Flyers will pay ₹620/₹1,225 (departures) and ₹270/₹525 (arrivals) for domestic/international routes. –PTI



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

25 JUNE 2025

## Address Safety Lapses within a Week: DGCA to Airlines, Airports

Our Bureau

**Mumbai:** Recurring aircraft defects, unserviceable ground handling gear, and faded runway markings are among a range of safety lapses discovered by the civil aviation regulator after an intensive survey of key airports including Delhi and Mumbai.

The Directorate General of Civil Aviation (DGCA) has ordered airport operators and airlines to address these safety concerns within a week.

The inspections come on the heels of the June 12 crash of an Air India plane in Ahmedabad, killing 241 people on board the aircraft and 34 on the ground. The accident triggered a sharp regulatory spotlight on the country's aviation safety practices.

The DGCA said it launched the inspections subsequent to its June 19 safety order aimed at tightening oversight in the civil aviation sector. "We have initiated a focused assessment of the aviation ecosystem to strengthen safety measures across the sector," the regulator said in a statement.

Two DGCA teams, led by the joint director general, conducted overnight and early morning checks at major airports. It covered aircraft operations, maintenance practices, ramp safety, air



**Inspections revealed recurring issues that had been flagged previously but were not properly addressed**

traffic control, communication and navigation systems, and medical checks.

The inspections revealed recurring issues that had been flagged previously but were not properly addressed. "Multiple cases wherein the reported defects re-appeared many times on the aircraft indicating the ineffective monitoring and inadequate rectification action on the defects/ repeated defects," the DGCA said.

The regulator also found unserviceable ground handling equipment such as damaged baggage trolleys and lifting devices, and lapses in basic maintenance practices.

"Line maintenance stores, tool control procedures were not followed. During maintenance of aircraft, the work order was not followed. The unserviceable thrust reverser system and Flap Slat Lever were not locked. During maintenance, safety precautions found not taken by AME as per AMM," it noted.

In some cases, maintenance engineers did not attend to defects and failed to log critical issues flagged by aircraft systems. "Defect reports generated by the aircraft system were not found recorded in the technical logbook."

The DGCA also raised concerns over emergency preparedness, pointing out that "several life vests were not properly secured beneath their designated seats."



# Corporate Communications Directorate

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THE ECONOMIC TIMES

DELHI

25 JUNE 2025

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## Group Refinances \$750 M Debt of Mumbai Airport Unit

**Mumbai:** Adani Airports Holdings (AAHL) has secured a \$750-million refinance of debt at Mumbai International Airport (MIAL) backed by international funds such as Apollo, BlackRock and Standard Chartered, people aware of the matter told ET.

The deal refinances an older senior secured private placement note taken from Apollo in 2022. The new notes maturing in July 2029 are priced at 6.9%. This will be India's first investment grade-rated private bond issuance in the airport infrastructure sector. The transaction structure also allows the operator to raise an additional \$250 million if requi-

red. Sources said the company may look at other investors to raise cheaper funds for the remaining \$250 million.

One of the main lenders has been Athene, an Apollo unit. Other major lenders included BlackRock-managed funds, Standard Chartered, Metlife, FWD Insurance, among others.

As the new notes are investment grade, the covenants are also lighter, according to sources. "We expect MIAL's bond holders to benefit from a robust cash flow waterfall mechanism and covenants that restrict cash up-streaming to shareholders and limit debt," as per Fitch Ratings.



# Adani Group to demerge airports business in 2 yrs

SWARAJ BAGGONKAR  
Mumbai, June 24

**ADANI AIRPORT HOLDINGS** (AAHL), the country's second largest airport operator (by passengers serviced) will be the first of the several subsidiaries to get demerged from parent Adani Enterprises, a senior official said on Tuesday.

Speaking to shareholders at the 33rd annual general meeting of Adani Enterprises, its CFO, Jugeshinder Singh said, "The asset that could be ready for a potential demerger under our risk and governance guidelines, most likely would be airports."

With seven airports under operation, including international airports at Mumbai, Ahmedabad and Lucknow and an eighth under construction which is at Navi Mumbai, AAHL is just behind GMR Airports, the country's largest airport operator.

"From our own assessment, we think that this would be ready (for demerger) by 2027-28. However, these decisions are left to the boards of the respective companies and of the management at that point in time," Singh added.

The Adani Group had earlier spoken about raising capital for AAHL through an initial public offering. AAHL, which holds controlling equity in unlisted companies that manage and run its airports, is a 100% subsidiary of Adani Enterprises.

"(The airports business) is also one of the assets that

JUGESHINDER SINGH,  
CFO, ADANI ENTERPRISES

The asset that could be ready for a potential demerger under our risk guidelines, most likely would be airports

(The airports business) is also one of the assets that takes up a lot of our capital investments

From our own assessment, we think that this would be ready (for demerger) by 2027-28



takes up a lot of our capital investments," Singh added.

On Tuesday, AAHL said it secured \$1 billion financing through a project finance structure for the Mumbai International Airport (MIAL).

The transaction involves issuance of \$750 million notes maturing in July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional \$250 million.

"This framework will provide enhanced financial flexibility for the capital expenditure programme of MIAL for development, modernisation, and capacity enhancement," AAHL said in a release.

The transaction was led by Apollo-managed funds, with participation from a syndi-

cate of leading institutional investors and insurance companies, which included BlackRock-managed funds, Standard Chartered among others.

AAHL served 94 million passengers in FY25, a growth of 7% compared to FY24.

It aims to nearly triple its passenger handling capacity to 300 million per annum by 2040 from 110 million currently through a phased development plan.

During FY25, AAHL saw a 27% jump in revenues to ₹10,224 crore while earnings before interest, tax, depreciation and amortisation rose 43% to ₹3,480 crore, as compared to FY24.

Its income before tax was a loss of ₹5 crore, a reduction of 93% compared to FY24.





# Corporate Communications Directorate

HINDUSTAN

DELHI

25 JUNE 2025

## हवाईअड्डों पर गंभीर खामियां मिलीं

नई दिल्ली, विशेष संवाददाता। अहमदाबाद विमान हादसे के बाद देशभर में विमान सेवा से जुड़े व्यापक विशेष ऑडिट के दौरान नागर विमानन महानिदेशालय (डीजीसीए) को बड़े पैमाने पर गड़बड़ियों का पता चला है। जांच के दौरान एक जगह घरेलू उड़ान सेवा का विमान धिसे हुए टायरों से उड़ान भरने की तैयारी में था।

ऑडिट से जुड़ी निगरानी के दौरान डीजीसीए की टीम को हवाई अड्डे के अंदर, उससे सटे क्षेत्र, रनवे, ग्राउंड हैंडलिंग, तकनीकी रिकॉर्ड, विमान के

- धिसे हुए टायरों के साथ विमान को उड़ाने की थी तैयारी
- डीजीसीए ने व्यवस्था में सुधार के लिए सात दिन का वक्त दिया

अंदर की स्थिति से लेकर अन्य सेवाओं में तमाम खामियां मिली हैं। रैंप क्षेत्र में कई वाहन बिना स्पीड ब्रेक के दौड़ते पाए गए। इस खामी के चलते ड्राइवरों को निलंबित कर दिया गया।

एयर इंडिया विमान हादसे के बाद डीजीसीए ने विशेष ऑडिट करने का आदेश दिया था। इसी क्रम में संयुक्त महानिदेशक के नेतृत्व में दो टीमों ने दिल्ली, मुंबई समेत देश के प्रमुख हवाई

अड्डों की व्यापक जांच की। डीजीसीए ने ऑपरेंटर को खामियों को दूर करने के लिए सात दिन का वक्त दिया है।

जांच के दौरान कई खामियां सामने आईं जैसे विमान के रखरखाव के दौरान कार्य आदेश का पालन नहीं किया गया। कई जीवन रक्षक जैकेट निर्धारित सीटों के नीचे ठीक से सुरक्षित नहीं थीं। एक हवाई अड्डे पर रनवे की केंद्र रेखा धुंधली पाई गई।



## Corporate Communications Directorate

THE HINDU

DELHI

25 JUNE 2025

# DGCA audit reveals multiple safety violations, defects at major airports

**Press Trust of India**  
NEW DELHI

The Directorate General of Civil Aviation (DGCA) has detected multiple violations related to airlines, airports, aircraft maintenance works, and repeated defects in multiple cases during its surveillance at major airports, an exercise carried out in less than two weeks after the Air India plane crash.

Without disclosing names of the airlines, airports and other entities in relation to the defects, the regulator on Tuesday said surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, Air Traffic Control (ATC), Communication, Navigation and Surveillance (CNS) systems, and pre-flight medical evaluations.

From a faded centre line marking of a runway at an airport to non-update of



**Remedial measures:** The aviation body says corrective actions are expected within seven days. ANI

obstruction limitation data for three years to a scheduled carrier's domestic flight being held up over worn tyres, the watchdog came across multiple defects in the aviation ecosystem.

Noting that the comprehensive surveillance will continue in future to detect hazards in the aviation ecosystem, the Directorate General of Civil Aviation (DGCA) said the findings

have been communicated to the entities concerned for taking corrective actions within seven days.

### Systemic errors

Two teams led by the Joint Director-General carried out the surveillance during night and early morning hours at major airports, including Delhi and Mumbai airports. In a detailed statement about the surveillance findings, the

DGCA listed multiple cases wherein the reported defects reappeared many times on the aircraft indicating ineffective monitoring and inadequate rectification.

In one case, the work order was not followed during maintenance of aircraft, the DGCA said and added that the unserviceable thrust reverser system and flap slat lever were not locked.

Further, the regulator said a simulator was found not matching with the aircraft configuration and that the software was not updated to latest version.

Besides, a domestic flight of a scheduled carrier was held up due to worn tyres and it was released only after the proper rectification.

The DGCA said it had initiated a focused assessment to strengthen safety measures across the aviation ecosystem.



## Corporate Communications Directorate

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THE HINDU

DELHI

25 JUNE 2025

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### Adani Airports Holdings raises \$1 bn for Mumbai airport revamp

**Lalatendu Mishra**

MUMBAI

Adani Airports Holdings Ltd. (AAHL), a wholly owned subsidiary of Adani Enterprises Ltd. said it has secured \$1 billion financing through a project finance structure for revamp of the Mumbai International Airport Ltd. (MIAL).

The transaction involves issuance of \$750 million notes maturing July 2029, which will be used for refinancing.

The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion, the company said.

“This framework will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernization, and capacity enhancement,” it added. The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others.

This issuance follows AAHL’s \$750 million financing from a consortium of global banks.

Meanwhile, Adani Group Chairman Gautam Adani said the group plans to invest \$15-20 billion a year across businesses over the next five years to chart out the next phase of growth.

*(With PTI inputs)*

# Airport inspections lift lid on safety gaps

**Neha LM Tripathi**

letters@hindustantimes.com

**NEW DELHI:** The Directorate General of Civil Aviation (DGCA) said on Tuesday it has uncovered safety violations during surprise surveillance checks at major airports, ordering airlines and airport operators to implement corrective measures within seven days as part of a comprehensive safety review of the country's aviation sector launched after the deadly Air India crash in Ahmedabad.

The aviation regulator conducted intensive night and early morning surveillance operations at Delhi and Mumbai airports and found what officials described as systemic lapses across aircraft maintenance, ground operations, and airport infrastructure.

The enhanced oversight, initiated through an order issued on June 19 — a week after the Air India crash that killed at least 271 people — represents one of the most comprehensive safety assessments of India's aviation ecosystem in recent years, with similar reviews planned for Hyderabad and Kolkata airports.

The surveillance revealed

## 260 died in crash, say officials as all samples barring one identified

**Maulik Pathak**

letters@hindustantimes.com

**AHMEDABAD:** All the remains found from the Air India flight 171 crash site in Ahmedabad have been identified using DNA matching or facial recognition, barring one case, Gujarat health department officials said on Tuesday, tentatively putting the death toll from India's worst aviation

disaster in decades at 260. "So far, the toll due to the plane crash is 260. This includes 241 people on board and 19 non-passengers. No new bodies have been recovered..." said a senior government official.

One DNA sample that probably is of a passenger is yet to be matched successfully, said Dr Rakesh Joshi, superintendent of Ahmedabad Civil Hospital. →P11

critical maintenance-related violations that directly impact flight safety, the regulator said in a statement. "At places, AMEs [aircraft maintenance engineers] were not attending to snag rectification; defect reports generated by the aircraft system were not found recorded in the technical logbook; several life vests were not properly secured beneath their designated seats," the DGCA revealed.

AMEs are part of companies that run engineering and main-

continued on →16

## DGCA to get unit for helicopters

**PUNE:** Civil aviation minister Rammohan K Naidu on Tuesday announced that there will be a dedicated helicopter directorate under the DGCA, establishing single-window regulatory oversight for the country's rotary-wing aviation sector. →P11

( FROM PAGE 1 )

He mainly targeted auto-rickshaw drivers, garbage collectors, workers and labourers in the area. I remember soon after the sterilisation drive, riots broke out because people were being forced for nasbandi and also to leave their homes," he said.

Rayeezuddin, 52, a businessman, told HT that the camp in the basement of DDA flats in Dujana House was later converted into a dispensary, and then into a school. It is now vacant and locked.

In Ajay Bose and John Dayal's *For Reasons of State - Delhi Under Emergency*, the authors say government officials were given quotas of 1,200-1,300 vasectomies and tubectomies in a month and how Sanjay Gandhi's associate Rukhsana Sultana converted her sewing classes for old women into a sterilisation camp. She chose Dujana House, set up a shami-ana and prepped a basement into a sterilisation camp which was to be inaugurated by the lieutenant governor. However, the local women refused to come. Instead, the authorities forced men, beggars, labourers and outsiders, into trucks and got them to Dujana House for vasectomies.

Not that the women escaped. Razia Qureshi, 76, said it was difficult for both men and women in her Chawri Bazar area.

Qureshi said she also knew women, although far less in number, who were also being forced for sterilisation.

"These were women who had already had kids. There was pressure from touts and instead of the men in the family being sterilised, some women were opting in instead. They would go to hospitals nearby and get the procedure done. There were teachers, policemen and party workers who would also force few women to undergo sterilization." The excesses weren't limited to Delhi.

In Bhiwani, 86-year-old retired teacher Dharam Singh said officials and police took turns in villages to convince locals for sterilisation. He said that announcements were made from a loudspeaker, asking every man aged above 18 to assemble at either a government school or a 'chaupal (community hall)'.

"Nasbandi was not voluntary but it was mandatory for all the men aged above 18 and in some villages, boys aged 16-17 were also sterilised. The officers had to fulfil their target. The policemen along with administration officials used to take a large group of people in buses to a nearby police station from there they were rushed to a government hospital where they were being sterilised," he added. In all, 222,000 people were sterilised in Haryana in 1976-77.

Jagroop Singh, 84, a farmer from Rohtak district, said that police would even sneak into houses to catch men and send them to hospital for sterilisation. "Men avoided going to market, government offices and even from going to their relatives homes with a fear of police arrest, which eventually sent them to hospitals for nasbandi. Whenever men got a tip-off about police movement, they ran away towards fields."

"Officials would stop irrigation water in the canals from flowing to villages with fewer sterilisations."

Back in old Delhi, Razzak said decadal shifts had blunted public memory of the coercive drives, and other survivors have left the area. But his generation still remembers the protests, violence, protests, and radio announcements "How can one forget what happened to our friends and neighbours?"

## SAFETY VIOLATIONS

tenance services. Typically, they are part of the airline but can at times include contractors. The regulator did not identify any specific provider.

During aircraft maintenance, inspectors discovered that prescribed work orders were not being followed. More seriously, unserviceable thrust reverser systems and Flap Slat Levers — devices used by pilots to extend or retract wing flaps and slats during takeoff and landing — were not properly locked as

required by safety protocols.

The DGCA found that aircraft maintenance engineers were not taking mandatory safety precautions as specified in Aircraft Maintenance Manuals, creating potential hazards during maintenance operations.

Ground handling operations showed significant deficiencies, with essential equipment including baggage trolleys found in unserviceable condition. Line maintenance facilities were operating without proper tool control procedures, violating established safety protocols.

At the airport infrastructure level, inspectors found faded runway centreline markings that could impair pilot navigation during critical takeoff and landing phases. Rapid exit taxiway green centre lights were not functioning unidirectionally, potentially creating confusion for pilots during ground operations.

Concerningly, obstruction limitation data around airports had not been updated for three years despite numerous new constructions in airport vicinity areas. No surveys had been conducted to assess whether these structures posed collision risks to aircraft.

Multiple vehicles operating in sensitive ramp areas lacked mandatory speed governors. The DGCA immediately withdrew these vehicles by cancelling their Airport Vehicle Permits and suspended the drivers' Airside Driving Permits.

The checks also uncovered problems with pilot training infrastructure. Inspectors found a flight simulator that did not match its corresponding aircraft configuration, with software that had not been updated to current versions — issues that could compromise the effectiveness of pilot training programs.

In a separate incident reported on Monday, an Air India aircraft scheduled to operate the Delhi-Kochi flight was grounded Saturday due to a missing Cabin Defect Log, taking off only after a new log was issued. The Cabin Defect Log is used to record technical issues found in aircraft cabin areas and is essential for regulatory compliance, allowing engineers to identify and address problems before takeoff.

The safety violations had immediate operational consequences. One domestic flight was held up due to worn tires and was cleared for departure only after required maintenance was completed, demonstrating the direct impact of the surveillance on flight operations.

A DGCA official confirmed that "findings during the surveillance revealed multiple cases where reported defects re-appeared many times on aircraft, indicating ineffective monitoring and inadequate rectification action on repeated defects."

"All the findings observed during the surveillance have been communicated to the operators for taking necessary corrective actions within seven days," the DGCA stated, indicating the urgency with which the regulator is treating the identified violations.

The safety review follows other recent enforcement actions, including the DGCA's order directing Air India to remove three officials from crew scheduling duties over "systemic failures" in operational processes, though those violations were unrelated to the Ahmedabad crash.

Officials confirmed that the review process will continue, with similar comprehensive assessments planned for other major airports including Hyderabad and Kolkata as part of the ongoing safety evaluation ordered on June 19.

## IRAN-ISRAEL CEASEFIRE

have a broad economic impact if Iran closed the Strait of Hormuz, a major shipping channel.

China, which is Iran's largest trading partner and only remaining oil customer, condemned the US attacks and said it was concerned about a "spiral of escalations" without a ceasefire.

FLIGHT OPS TO RAMP SAFETY

# DGCA finds lapses, safety deficiencies at major airports

SUKALP SHARMA  
NEW DELHI, JUNE 24

COMPREHENSIVE SURVEILLANCE conducted at major airports including Delhi and Mumbai by aviation safety regulator Directorate General of Civil Aviation (DGCA) have revealed a number of concerning findings and inadequacies, including instances of reappearance of reported defects on aircraft, non-adherence to proper work order and safety precautions during aircraft maintenance, and defect reports not being recorded in aircraft log books, among others.

In one instance, a domestic flight was held up by the DGCA team as the operating aircraft had worn tyres, and was allowed to depart only once the necessary rectification was done by the airline. Among other shortcomings, the regulator also observed that the central line marking of a runway at one of the airports was faded.

Following its June 19 order on launch of a new framework for comprehensive special audits to assess the aviation ecosystem and strengthen aviation safety architecture, the DGCA initiated a focused assessment of the aviation ecosystem to strengthen safety measures across the sector. The framework was announced by the regulator a week after the crash of an Air India Boeing 787-8 aircraft in Ahmedabad, in which 241 of the 242 people on board perished. The crash is being investigated by the Aircraft Accident Investigation Bureau (AAIB).

"...two teams led by the Joint Director General carried out comprehensive surveillance during night and early morning hours at major airports including Delhi and Mumbai airports. The surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communication, navigation and surveillance (CNS) systems, and pre-flight medical evaluations. Throughout the surveillance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement," the DGCA said in a statement on Tuesday.

The surveillance findings included multiple cases where the reported defects re-appeared many times on the aircraft, indicating ineffective monitoring and inadequate rectification action on the defects, the regulator said.

"...ground handling equipment such as baggage trolleys...were found unserviceable; line maintenance stores, tool control procedures were not followed; during maintenance of aircraft, the work order was not followed; the unserviceable thrust reverser system and flap slat lever were not locked; during maintenance, safety precau-

## A-I crash: Black box in India, says minister

*Pune:* The black box of the Air India flight AI 171 that crashed in Ahmedabad is in India, with the Aircraft Accident Investigation Bureau, Aviation Minister Ram Mohan Naidu Kinjarapu said. "It is in India. It is all speculation that it has been sent outside. The AAIB is taking care of it according to the rules and procedures. The panel is already in, the investigation started from day one," Naidu told reporters in Pune.

Asked when the data retrieval was expected, Naidu said, "The AAIB is doing it, so let them. I do not want to put any pressure... Let them go through the whole process. They are in charge of the investigation." **ENS**

tions found not taken by AME (aircraft maintenance engineer) as per AMM (aircraft maintenance manual); at places, AME was not attending to the snag rectification; defect reports generated by the aircraft system, were not found recorded in the technical logbook; several life vests were not properly secured beneath their designated seats; the corrosion-resistant tape on the right-hand side winglet's lower blade was found to be damaged," The DGCA said, listing a number of deficiencies and problems observed during the surveillance exercise.

The regulator, however, did not name the concerned airports, airlines, and other aviation ecosystem players. As per the framework announced for the comprehensive special audits, the DGCA is supposed to protect safety information, commercial data, and personal details during such exercises to foster open reporting and a positive safety culture.

"Similarly at an airport, centre line marking of runway was observed faded; the rapid exit taxiway, green centre light were not unidirectional; the obstruction limitation data has not been updated for last three years and no survey has been performed despite many new constructions around the vicinity of the aerodrome; a number of vehicles in the ramp area were found without speed governors...A simulator was checked and found not matching with the aircraft configuration. Also, the software was not updated to the current version," the DGCA added.

The regulator said that all the findings observed during the surveillance "have been communicated to the concerned operators" for taking necessary corrective actions within seven days.



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

25 JUNE 2025

## Adani plans to invest \$15-20 billion annually for next five years

**ENSECONOMIC BUREAU**

MUMBAI, JUNE 24

THE ADANI Group on Tuesday announced a mega annual capital expenditure (capex) plan of \$15-20 billion (Rs 1,30,000-1,73,000 crore) in various businesses in the next five years.

"Our capital investment across businesses is set to break all records," Adani Group chairman Gautam Adani said at the annual general meeting of Adani Enterprises. "We anticipate an annual capex spend of \$15-20 billion for the next 5 years," he said.

Adani also said no one from the Adani Group has been charged with violating the FCPA (Foreign Corrupt Practices Act) or conspiring to obstruct justice in the US. He said Adani Green is building the world's largest renewable energy park — right here in India and visible even from space. "From Khavda to the world, our target of 50 GW by 2030 is proof that scale and sustainability can coexist. In fact, when we combine our ther-

mal, renewable and pumped hydro generation capacities, we expect to have a 100 GW capacity by 2030," he said.

Adani said the Navi Mumbai airport will open later this year with an initial passenger capacity of 20 million, of what will then become a 90 million passenger airport, giving a 35 per cent share of India's airport passenger traffic. Ahead of the AGM, Adani Airports Holding Ltd (AAHL) said it has secured \$1 billion in project finance for the Mumbai International Airport Ltd (MIAL), which operates the Chhatrapati Shivaji Maharaj International Airport (CSMIA). On allegations about charges made by the US Department of Justice and the Securities and Exchange Commission relating to Adani Green Energy, Gautam Adani said, "the facts are that no one from the Adani Group has been charged with violating the FCPA (Foreign Corrupt Practices Act) or conspiring to obstruct justice."

**FULL REPORT ON**  
[www.indianexpress.com](https://www.indianexpress.com)



# Corporate Communications Directorate

MINT

DELHI

25 JUNE 2025

## Aviation regulator finds major safety lapses in airport surveillance

Daanish Anand  
daanish.anand@livermint.com  
NEW DELHI

A nationwide safety audit by India's aviation regulator has uncovered serious lapses, including recurring aircraft defects, poor maintenance practices, unserviceable ground equipment, and safety violations at several major airports, following the deadly Air India crash on 12 June.

The Directorate General of Civil Aviation (DGCA) carried out a comprehensive surveillance at major airports across the country, including the Delhi and Mumbai international airports, to assess and

strengthen safety measures.

The surveillance on late Monday and early Tuesday covered aspects such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communication, navigation and surveillance (CNS) systems and pre-flight medical evaluations.

"Throughout the surveillance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement," said DGCA in a statement.

Without naming the airline, DGCA highlighted that reported defects re-appeared many times on one particular

aircraft. "This indicated ineffective monitoring and rectification of actions on the defects of the aircraft," the aviation regulator added.

The DGCA also noted that ground handling equipment like baggage trolleys, baggage freight loader were found unserviceable. The regulator, however, did not mention the airports where these deficiencies were observed.

The regulator also found that work order was not being followed during maintenance of an aircraft of a particular airline.

The DGCA noted that the safety precautions as per aircraft maintenance manual were not being followed by



The DGCA noted that ground handling equipment like baggage trolleys, baggage freight loader were found unserviceable.

the aircraft maintenance engineer (AME).

"The AME was not attending to the snag rectification and the defect reports gener-

ated by the aircraft system were not found recorded in the technical logbook. Several life vests were not properly secured under designated

seats and the corrosion-resistant tape on the right-hand side winglet's lower blade was found to be damaged," noted the regulator.

At another airport, the regulator observed that the centre line marking of runway had faded, and the green centre light on the rapid exit taxiway was found unidirectional.

Despite new construction around the airport, the obstruction limitation data was not updated since the past three years.

The obstruction limitation data is part of a system that helps the airport to set maximum allowable height for

objects in the vicinity of the airport.

DGCA also checked a simulator which did not match with the aircraft configuration.

At another airport, a domestic flight of a scheduled carrier was held up due to worn-out tyres and it was released only after the rectification was carried out.

DGCA said, "All the findings observed during the surveillance have been communicated to the concerned operators for taking necessary corrective actions within seven days. This process of comprehensive surveillance will continue in future to detect hazards in the system."

On 19 June, the DGCA issued an order to conduct special surveillance of the entire aviation ecosystem across the country.

This step has been taken almost a week after the tragic Air India plane crash. As per the exercise, audits will also be conducted at offices of airlines, MROs and training institutes.

### UNDER THE RADAR

THE surveillance, held late Monday and early Tuesday, included Delhi and Mumbai int'l airports

DGCA flagged recurring defects on one particular aircraft without naming the airline



# Corporate Communications Directorate

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MINT

DELHI

25 JUNE 2025

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## Adani's MIAL raises \$750 million

**A**dani Group has raised around \$750 million from global investors led by Apollo Global Management Inc. to refinance existing debt for India's second largest airport.

Mumbai International Airport Ltd (MIAL), a unit which operates Chhatrapati Shivaji Maharaj International Airport in Mumbai, will use the proceeds to refinance debt raised in 2022, the New York-based alternative asset manager said in a statement. The structure also allows for up to \$250 million in additional funding for capital expenditure and capacity expansion needs.

The bonds will offer about 6.9% over the four-year tenor, with the pricing linked to a gauge of US treasuries with a similar term, according to people familiar with the matter, who asked not to be identified because the matter is confidential.

**BLOOMBERG**



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JUNE 2025

## Passengers at Navi Mumbai Int'l Airport to pay up to ₹1,225 as UDF

**MUMBAI:** Regulator AERA has allowed levying of user development fee of up to Rs 1,225 at the upcoming Navi Mumbai airport on an ad-hoc basis.

The airport is being developed by the Navi Mumbai International Airport Ltd (NMIAL).

Passengers flying out from the airport, which is to be operational later this year, will have to shell out Rs 620 for domestic flights and Rs 1,225 for international flights as the User Development Fee (UDF).

For disembarking passengers, the UDF will be Rs 270 and Rs 525 for domestic and overseas flights, according to AERA's 42-page order.

The UDF charges have been approved on an ad-hoc basis for the 2025-26 financial year.

The Airports Economic Regulatory Authority (AERA) said it has been decided to allow levying ad-hoc UDF as an interim measure till March 31, 2026, or till final determination of regular tariff, whichever is earlier.

"The revenue to be collected by NMIAL on an ad-hoc basis in the interim period shall be accounted for by the authority during the regular tariff determination exercise of NMIA," the order said. PH



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JUNE 2025

## Adani Group raises \$1 bn to refinance existing debt for Mumbai Int'l Airport

**NEW DELHI:** Adani Group has raised \$1 billion from global investors led by New York-based Apollo Global Management to refinance existing debt for its Mumbai airport.

Mumbai International Airport Ltd (MIAL), a unit which operates India's second largest airport, will use the proceeds to refinance debt raised in 2022, it said in a statement.

"The transaction involves issuance of \$750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion," the group said.

This, it said, will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernisation, and capacity



enhancement. The bonds will offer about 6.9 per cent over the four-year tenor.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by Airports Authority of India.

Besides Apollo, other lenders include MetLife Inc, BlackRock Inc and Hong Kong-based FWD Insurance. "This is India's first investment grade (IG) rated private bond issuance in the

airport infrastructure sector," the statement said.

"The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," it added.

With eight airports in its management and development portfolio, AAHL is India's largest airport infrastructure company, accounting for 23 per cent of passenger footfalls and 30 per cent of India's air cargo traffic.

AAHL also holds 74 per cent in Mumbai International Airport Ltd, which in turn holds 74 per cent in Navi Mumbai International Airport Ltd. #



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

25 JUNE 2025

## DGCA finds serious safety lapses at airports

Audit reveals worn tyres, faulty simulators, faded runway marks at Delhi, Mumbai airports; report sought within a week

S LALITHA @ NewDelhi

A comprehensive surveillance conducted last week by the Directorate General of Civil Aviation (DGCA) at Delhi and Mumbai airports has uncovered several glaring critical safety and technical concerns, prompting the aviation regulator to direct both airports to address these issues within a week.

Among the major issues revealed during the surveillance was the recurrent failure to adequately rectify defects in aircraft, with many issues reappearing multiple times.

Another significant finding was that no survey had been conducted over the past three years of new constructions around the airports, raising concerns about potential safety risks. The DGCA also cancelled the Airside Vehicle Permits of several vehicles, and the permits of their drivers, due to anomalies detected during the



inspection. DGCA Director General Faiz Ahmed Kidwai confirmed that surveillance will soon be carried out at Kolkata and Hyderabad airports.

"The objective of this exercise is to strengthen safety measures across the aviation sector in the country," he said.

A release from the Ministry of Civil Aviation highlighted that many aircraft defects were repeatedly reported without proper rectification, pointing to ineffective monitoring and inadequate corrective action.

"The reported defects re-appeared multiple times on aircraft, which indicates ineffective monitoring and inadequate rectification action on these recurring defects," the release noted. The surveillance, which took place during the night and early morning hours, was conducted by two teams led by the Joint Director General of DGCA. Among the more alarming findings was that several life vests aboard aircraft were not securely fastened under the designated seats, a glaring safety

issue, especially in emergency situations. In another incident, a scheduled domestic flight was grounded after it was found that the aircraft's tyres were worn out.

The flight was only cleared for takeoff after necessary repairs were made.

Additionally a runway's centerline marking (crucial to guide pilots during operations) had faded, and the rapid exit taxiway and green center lights were found to be non-unidirectional, posing further operational risks.

It was also discovered that the obstruction limitation data around the airport had not been updated for the last three years, despite several new constructions in the vicinity.

Other maintenance issues included unserviceable ground handling equipment, such as baggage trolleys and freight loaders, and violations in Line and Tool Control procedures.

### IGIA sees over 80 flight cancellations amid Gulf tensions

EXPRESS NEWS SERVICE @ NewDelhi

FLIGHT operations at Indira Gandhi International Airport were severely impacted following Iran's response to a US attack, amid escalating tensions in the Middle East. Over 80 flights were cancelled from Monday night to Tuesday evening, including 48 between late Monday and early Tuesday. Air India and IndiGo were among the worst affected.

The airport temporarily suspended flights to key Middle Eastern destinations but resumed services following a ceasefire. Other airports, including Ahmedabad, Thiruvananthapuram, Mangaluru, and Cochin, also faced delays.



नई दिल्ली, 24 जून (प्रदीप कुमार सिंह/नवोदय टाइम्स): आईजीआई एयरपोर्ट के टर्मिनल-1 (टी1) पर पिकअप एरिया में ट्रैफिक को लेकर जारी अव्यवस्थाओं के चलते यात्रियों को खासो मुश्किलों का सामना करना पड़ रहा है। पीक ऑवर्स में तो स्थिति बहुत भयावह रूप ले लेती है। आड़ी तिरछी खड़ी टैक्सियों की कतार व जाम की स्थिति को लेकर यात्रियों में गहरी नाराजगी है। यात्रियों का यह दर्द सोशल

मीडिया पर भी छलक रहा है। यहाँ, एयरपोर्ट का संचालन करने वाली कंपनी दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने यात्रियों को हो रही असुविधा पर खेद व्यक्त किया है। टी-1 के पिकअप एरिया में संचालित समस्या रात के समय सामने आ रही है। इस समय पूरे एरिया

**गलत ढंग से पार्क कर दी जाती हैं कैब, हो रही परेशानी**



में अफरा-तफरी का माहौल रहता है। अवैध रूप से पार्क की गई टैक्सियां सड़क को संकरा बना देती हैं। जिसके चलते यहाँ जाम की स्थिति

उत्पन्न हो जाती है। इस वजह से आने और जाने वाले यात्रियों को भारी परेशानी का सामना करना पड़ता है। पेशे से खकील रिषभ संवेतो ने सोशल मीडिया पर सोमवार रात

## ऑन ग्राउंड टीम को किया गया अलर्ट : डायल

यात्रियों की परेशानी को देखते हुए डायल ने भी सोशल मीडिया पर उन्हें जवाब देते हुए असुविधा के लिए खेद व्यक्त किया है। डायल ने यात्रियों को बताया कि उनकी सभी समस्याएं नोट कर ली गई हैं। ऑन ग्राउंड टीम को इस विषय में सूचित कर दिया गया है।

11.14 पर लिखा कि दिल्ली एयरपोर्ट के टी-1 पिकअप एरिया में पूरी तरह से अफरा-तफरी का माहौल है। कैब पिकअप प्वाइंट के बाहर कोई टैफिक मैनेजमेंट नहीं है। अवैध रूप से सड़कों पर

## फास्टैग निकास काम नहीं कर रहा

राजेश जिंदल ने सोमवार शाम 5.40 बजे सोशल मीडिया पर जानकारी दी कि फास्टैग लेन फास्टैग निकास सुचारू रूप से काम नहीं कर रहा है। इस वजह से कारों को लेन बदलने की जरूरत पड़ रही है। यह बहुत खतरनाक हो सकता है और दुर्घटनाओं का कारण बन सकता है। गाजियाबाद के इंदिरापुरम में रहने वाले अमित जैन ने सोशल मीडिया पर लिखा कि वह किसी व्यक्ति को लेने टी-3 आए थे। हज़ यात्रियों की भीड़ के कारण पिकअप लेन पूरी तरह जाम थी। 20 मिनट से अधिक समय तक वह जाम में फंसे रहे। जब वह बाहर निकले तो फास्टैग से 500 रुपए काट गए। उन्होंने लिखा कि एयरपोर्ट के कुएबैन के लिए वह कब भुगतें? यह अस्वीकार्य है।

100 से ज्यादा टैक्सियां खड़ी हैं। यह टैक्सियां सड़क को संकरा बना रही हैं। इस वजह से पिकअप में देरी हो रही है। इससे यहाँ असुरक्षा के साथ यात्रियों को परेशानी का सामना करना पड़ रहा है।

## निकास द्वार पर ट्रैफिक जाम

वितेंद्र शर्मा ने सोमवार रात 11.21 बजे सोशल मीडिया पर जानकारी दी कि टी-1 पर ट्रैफिक

जाम है। किसी को कोई चिंता नहीं है। हैदराबाद इस मामले में शानदार प्रदर्शन कर रहा है। उन्होंने उम्मीद जताई कि कोई पहुंचेगा और टी-1 निकास पर जाम की समस्या को दूर करेगा।



# Corporate Communications Directorate

THE PIONEER

DELHI

25 JUNE 2025

## Adani raises \$1 billion for Mumbai Airport

PRESS TRUST OF INDIA ■  
New Delhi

**A**dani Group has raised \$1 billion from global investors led by New York-based Apollo Global Management to refinance existing debt for its Mumbai airport. Mumbai International Airport Ltd (MIAL), a unit which operates India's second largest airport, will use the proceeds to refinance debt raised in 2022, it said in a statement.

"The transaction involves issuance of \$750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion," the group said. This, it said, will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernisation, and



capacity enhancement. The bonds will offer about 6.9 per cent over the four-year tenor.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by Airports Authority of India. Besides Apollo, other lenders include Metlife Inc, BlackRock Inc and Hong

Kong-based FWD Insurance.

"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the statement said.

"The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among

others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," it added. With eight airports in its management and development portfolio, AAHL is India's largest airport infrastructure company, accounting for 23 per cent of passenger footfalls and 30 per cent of India's air cargo traffic.

AAHL also holds 74 per cent in Mumbai International Airport Ltd, which in turn holds 74 per cent in Navi Mumbai International Airport Ltd. Backed by MIAL's stable asset base and cash flows and operational excellence, the notes are expected to be rated BBB-or stable.

"AAHL remains committed to a long-term vision of transforming the airports infrastructure through continued investments in modernisation, capacity expansion, digitisation, and technology integration," it said.



# Corporate Communications Directorate

THE PIONEER

LUCKNOW

24 JUNE 2025

## Aviation fuel theft busted at the Delhi airport

PIONEER NEWS SERVICE ■  
New Delhi

The Delhi Police have busted a large-scale fuel theft racket and arrested eight people in connection with the systematic siphoning of Aviation Turbine Fuel (ATF) from tankers meant for the Indira Gandhi International Airport and selling it illegally as Mineral Turpentine Oil (MTO), commonly used in the ink and paint industry, police said on Sunday.

Police also recovered 72,000 litres of ATS from their possession causing a loss of over ₹1.62 crore to the national exchequer every month, with an estimated 5,000 litres of fuel being stolen daily for three years. Among the eight accused, six were arrested and the remaining two were detained as they helped the truck driver in transporting the fuel to the factory, police said.

"The ATF was originally dispatched from HPCL's Asoda Depot in Bahadurgarh for delivery to IGI Airport. However, tanker drivers, in connivance with the transporter and godown owner, manipulated GPS tracking data and diverted the tankers to a concealed location in Mundka," Deputy Commissioner of Police (Crime) Aditya Gautam said.

The security locks on the tankers - meant to be opened only at the designated airport depot - were bypassed using duplicate master keys. Forged dip rods were then used to fake proper delivery readings, he added.

The siphoned fuel was transferred into barrels and sold as Mineral Turpentine Oil (MTO), commonly used in the ink and paint industry. "Three oil tankers carrying 24,000 litres of ATF each were seized from the spot along with siphoning pipes, drums, and cash," the officer said.

In addition to the tankers, police also recovered two pick-up trucks meant for transporting the stolen fuel, ₹1.05 lakh in cash, siphoning equipment, nine empty drums, and three duplicate master keys.



# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

25 JUNE 2025

## नवी मुंबई एयरपोर्ट पर यात्रियों को देना होगा ₹1225 का यूजर्स चार्ज

मुंबई (भाषा)।

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण (एईआरए) ने निर्माणाधीन नवी मुंबई हवाई अड्डे पर तदर्थ आधार पर 1,225 रुपये तक का उपयोगकर्ता विकास शुल्क (यूडीएफ) लगाने की अनुमति दे दी है। इस हवाई अड्डे का विकास नवी मुंबई अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (एनएमआईएएल) द्वारा किया जा रहा है।

इस वर्ष के अंत में चालू होने वाले इस हवाई अड्डे से उड़ान भरने वाले यात्रियों को घरेलू उड़ानों के लिए 620 रुपये और अंतरराष्ट्रीय उड़ानों के लिए 1,225 रुपये उपयोगकर्ता विकास शुल्क (यूडीएफ) के रूप में देने होंगे। एईआरए के 42 पृष्ठ के आदेश के अनुसार, हवाई अड्डे पर उतरने वाले यात्रियों के लिए घरेलू और विदेशी उड़ानों के लिए यूडीएफ क्रमशः 270 रुपये और 525 रुपये होगा। यूडीएफ शुल्क को वित्त वर्ष 2025-26 के लिए तदर्थ आधार पर अनुमोदित किया गया है।

एईआरए ने कहा कि 31 मार्च 2026 तक या नियमित शुल्क के अंतिम निर्धारण तक (जो भी पहले हो) अंतरिम उपाय के रूप में तदर्थ यूडीएफ लगाने की अनुमति देने का निर्णय लिया गया है।



# Corporate Communications Directorate

THE STATESMAN

DELHI

25 JUNE 2025

## Adani raises \$1 billion to refinance Mumbai airport debt

**STATESMAN NEWS SERVICE**  
MUMBAI, 24 JUNE

The Adani Group issued an official press release on Tuesday informing that it has raised USD 1 billion from global investors led by New York-based Apollo Global Management to refinance the existing debt of Mumbai International Airport Ltd (MIAL).

The bonds will offer about 6.9 per cent over a four-year tenor and the Adani-owned MIAL will use the proceeds to refinance debt raised in 2022, the statement mentioned.

"The transaction involves issuance of USD 750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional USD 250 million, resulting in total financing of USD 1 billion," according to the statement.



**"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the press release issued by The Adani Group mentioned.**

"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the

statement mentioned.

"The transaction was led by Apollo-managed funds, with participation from a

syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," the statement mentioned.

Besides Apollo, other lenders include MetLife Inc, BlackRock Inc and Hong Kong-based FWD Insurance.

The transaction will provide enhanced financial flexibility for MIAL's capital expenditure programme to develop, modernise and enhance capacity, the statement mentioned.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of the group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by the Airports Authority of India.



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 JUNE 2025

## Thousands stranded at Doha, Dubai airports

**Dubai/Doha:** Operations at two of the world's busiest airports in Doha and Dubai slowed to a crawl on Tuesday as thousands of travellers queued for hours, facing long delays and flight cancellations after temporary closure of airspace a day earlier.

Qatar, Bahrain, and Kuwait shut their airspace late Monday after Iran's strike on a US military base in Qatar's capital Doha, forcing airlines to cancel or reroute hundreds of flights and creating a backlog of stranded passengers. Airports across Dubai briefly halted operations.

"I haven't slept for 19 hours. And I've been in this line over nine hours," said Lily Rogers, 21, who was in an around 200m (656ft) queue in Doha's Hamad International airport. Rogers, en route to an holiday in Southeast Asia, said those in line were only given water during the wait.

Virgin Australia estimated that over 25,000 passengers were stranded at Doha airport. Lines were so long that arguments broke out as some passengers jumped queues. Around 250 flights were cancelled at Hamad airport, while another 238 were delayed, ac-



Passengers queue up at Dubai International Airport on Tuesday

ording to flight tracking website FlightRadar24. Long queues formed also at Dubai International, world's busiest airport, where about 145 flights were cancelled and over 450 delayed. Qatar Airways said it was "making progress in restoring its schedule" with possible disruptions until June 26.

Airports in West Asia are some of the busiest in the world, covering an area stretching from Iran and Iraq to the Mediterranean and serving as a linking hub for flights between Europe and Asia. The region has also taken on a more important role since the start of the Russia and Ukraine war, which has forced airlines to avoid airspace over both countries. Dubai transported 92.3 million passengers last year. "It's very frustrating," said a Paris-bound passenger stuck in Doha for 15 hours. REUTERS



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 JUNE 2025

## India-Europe flights affected amid tension in West Asia

TIMES NEWS NETWORK

**New Delhi:** At least 48 flights through West Asia, via or destined for Delhi, have been cancelled because of the Israel-Iran crisis that has led to closure of airspace in the region.

The air restrictions have adversely impacted flight operations between India and Europe.

Airport officials said that it was unclear when operations through West Asia will resume. Twenty departures and 28 arrivals were cancelled on Monday.

The flights were destined for cities in Europe and the US.

According to Delhi airport officials, among the arrival flights that suffered are 17 of Air India and eight of IndiGo Airlines. Three others were cancelled too. Among the departures, ten are of Air India, seven of IndiGo, and three of other airlines.

While sources at Delhi airport said that they are yet to receive more information, Air India said on social media that it will gradually start services. "As airspaces gradually reopen in certain parts of the

Middle East (West Asia), Air India will progressively resume flights to the region starting today, with most operations... resuming from 25 June. Flights to and from Europe, previously cancelled, are also being progressively reinstated from today, while services to and from the east coast of the US and Canada will resume at the earliest opportunity. Some flights may experience delays or cancellations due to consequential impacts and extended re-routings/flight times, but we are committed to minimising disruptions and restoring our schedule integrity. Air India will continue to avoid airspaces assessed as unsafe at any given time. We will keep passengers informed of any updates and sincerely appreciate their understanding. The safety and security of our passengers, staff and aircraft remain our top priority," Air India posted on its X page.

On Monday, among departure and arrival cancellations were flights to and from different cities in Qatar, the UAE, Saudi Arabia, Bahrain, Kuwait, the US, UK, France, Germany, Canada, the Netherlands, Denmark, and Switzerland.

**20**  
DEPARTURES  
AND 28  
ARRIVALS  
CANCELLED



# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

25 JUNE 2025

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## **Adani co raises \$1bn for Mumbai airport**

**ew Delhi:** Adani Airports Holdings on Tuesday said it has secured \$1 billion financing through a project finance structure for its Mumbai International Airport that runs Chhatrapati Shivaji Maharaj International Airport. The transaction involves issuance of \$750-million notes, which will be used for refinancing. The structure includes provision to raise \$250 million more. TNN



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 JUNE 2025

## DGCA audit uncovers safety violations across major airports

TIMES NEWS NETWORK

**New Delhi:** Regulator DGCA has uncovered a range of safety violations across major airports, including those in Delhi and Mumbai, during an audit of country's civil aviation ecosystem. DGCA found aircraft taking off with worn tyres, faded runway markings, and vehicles operating on tarmacs without speed governors, among other critical lapses.

"Showcause notices are being issued, and airlines and airport operators must implement corrective measures within 7 days. Similar inspections are underway in Kolkata and Hyderabad. The message is very simple to each stakeholder: no compromise with safety will be permitted in any sphere and any lapse will invite strict action," an official said.

Two DGCA teams conducted intensive surveillance at IGI airport & Mumbai's CSMIA. Their review spanned flight ops, airworthiness, ramp safety, ATC, & pre-flight medical checks.

### AI-171 black box not sent abroad: Mantri

Civil aviation minister Ram Mohan Naidu on Tuesday denied media reports that the black box of AI-171 had been sent abroad because the facility in India was not able to extract data. "The black box is in India, with Aircraft Accident Investigation Bureau, which is carrying out a detailed probe into the whole incident. The news that it was sent abroad is false," the minister said. TNN

### Guj medical college reopens hostel mess

Twelve days after the AI-171 crash destroyed the mess at Ahmedabad's BJ Medical College, killing four medics and injuring 24, students held a pooja to mark the launch of a makeshift mess at a new site. Medical interns, who served tirelessly after the tragedy, called it a symbol of resilience. Run by students, the tiffin-only service will cater to over 1,000 doctors and students. TNN

### Noel Tata 'visits crash site' in Ahmedabad

Tata Trusts chairman Noel Tata made a brief visit to Ahmedabad Tuesday in the aftermath of the AI-171 crash on June 12. Tata is reported to have visited the crash site in Meghani Nagar, met with patients at Civil Hospital, and city police commissioner GS Mallik.

Mallik said that it was a courtesy call following the airplane tragedy. "He thanked the police force for their work following the crash and appreciated our commitment," the commissioner said.

"The Tata group delegation discussed the crash, the hospital's response and health of the victims," a hospital official said. TNN

The DGCA audit found that multiple aircraft showed recurring technical faults due to ineffective rectification; maintenance

engineers were absent during snag rectifications, and prescribed work orders were ignored; runway centreline markings had faded.



# Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

24 JUNE 2025

## 'At Navi Mum airport, ₹57k cr for facilities in 1st 3 phases'

Saurabh.Sinha  
@timesofindia.com

**New Delhi:** The Navi Mumbai International Airport will begin operations with a capacity of 2 crore passengers annually (CPA) and phase IV and V will see the capacity increasing to 7 CPA and 9 CPA, with the timeline aligned to traffic growth requirement.

"Capital Outlay Plan: The airport operator has proposed to infuse an amount of about Rs 57,333 crore on creating facilities at NMIA during the first three of the five phases. During the first and second phase, it has proposed to spend Rs 22,531 crore as capex," an The Airport Economic Regulatory Authority (AERA) says.

Till the time AERA comes out with the regular tariff for up to FY 2030, it has issued an

### 2nd AIRPORT READY FOR TAKE-OFF

#### TRAFFIC PROJECTIONS AT NMIA

Traffic	FY 2026	FY 27	FY 28	FY 29	FY 30
Domestic	93.5L	1.4cr	1.6cr	1.6cr	2.4cr
International	26.3L	49.1L	60L	60L	99.1L
<b>Total</b>	<b>1.2cr</b>	<b>1.9cr</b>	<b>2.2cr</b>	<b>2.2cr</b>	<b>3.4cr</b>



#### CATEGORY UDF AT NMIA TILL MARCH 31

CATEGORY	Proposed by NMIA	Approved by AERA
Domestic departing	₹840	₹620
International departing	₹1,500	₹1,225
Domestic arriving	₹360	₹270
International arriving	₹750	₹525

(Taxes extra for all)  
Source: AERA order

ad hoc tariff for the upcoming new airport. "Tariff determination process may take some time and in the interim ad hoc tariff needs to be decided by AERA as requested by the airport operator," it states.

The regulator examined NMIA's ad hoc tariff proposal and decided that the operator's "(proposed) UDF and lan-

ding charge need to be rationalised and moderated." NMIA had suggested a UDF (taxes extra) of Rs 840 and Rs 1,500 per departing domestic and international passenger, respectively. And a UDF of Rs 360 and Rs 750 per arriving domestic and international passenger, respectively. A lower fee has been allowed. Similar-

ly, the landing charge has been rationalised.

In comparison, the standalone UDF (there are other charges too) at Mumbai's CSMIA are Rs 207 and Rs 726 (inclusive of taxes) per departing domestic and international passenger, respectively, as of now, according to airlines.

"NMIA Pvt Ltd Feb 7, 2025, submitted the multi-year tariff proposal for NMIA. The airport operator has indicated to achieve commercial operation date by August 2025 and the first control period will be from April 1, 2025, to March 31, 2030. The airport operator has submitted details pertaining to master plan, concession requirements, traffic projections, capital expenditure (passenger terminal building, runways and taxiways, apron, cargo, fuel farm...)," AERA order says.

## विमानन कंपनियों, हवाईअड्डों व विमान रखरखाव में गंभीर खामियां : डीजीसीए बड़े हवाईअड्डों की निगरानी के दौरान मिली नियमों की अनदेखी

नई दिल्ली। नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने पिछले दो सप्ताह के दौरान विभिन्न विमानन कंपनियों, हवाईअड्डों और विमानों के रखरखाव में नियमों के कई गंभीर उल्लंघन दर्ज किए हैं। डीजीसीए ने अहमदाबाद में विमान हादसे के बाद शुरू की गई बड़े हवाईअड्डों की निगरानी के दौरान इन खामियों को दर्ज किया है।

डीजीसीए ने बिना किसी कंपनी, हवाईअड्डे का नाम लिए मंगलवार को कहा कि उसकी निगरानी के तहत कई क्षेत्रों को कवर किया गया। इनमें उड़ान संचालन, उड़ान योग्यता, रैप सुरक्षा, वायु यातायात नियंत्रण (एटीसी), संचार, नेविगेशन और निगरानी (सीएनएस) प्रणाली और उड़ान पूर्व चिकित्सा मूल्यांकन जैसे कई महत्वपूर्ण क्षेत्र शामिल हैं। इस दौरान हवाईअड्डे पर रनवे की मध्य रेखा के फीके पड़ने से लेकर तीन वर्षों तक अवरोध सीमा डाटा को अपडेट न करने, टायरों के घिस जाने के कारण अनुसूचित एयरलाइंस की घरेलू उड़ान के रुक जाने तक, नियामक को विमानन पारिस्थितिकी तंत्र में अनेक दोष देखने को मिले।

डीजीसीए ने कहा कि विमानन पारिस्थितिकी तंत्र में खतरों का पता लगाने के लिए भविष्य में भी व्यापक निगरानी जारी रहेगी। उन्होंने कहा कि निष्कर्षों को संबंधित संस्थाओं को सात दिनों के भीतर सुधारात्मक कार्रवाई करने के लिए भेज दिया गया है। संयुक्त महानिदेशक के नेतृत्व में दो टीमों ने दिल्ली और मुंबई हवाईअड्डों सहित प्रमुख हवाईअड्डों पर रात और सुबह के समय निगरानी की। निगरानी के नतीजों के बारे में एक विस्तृत बयान जारी कर डीजीसीए कहा, रिपोर्ट की गई खामियां विमानों में बार-बार दिखाई दीं। बैगेज ट्रॉली जैसे ग्राउंड हैंडलिंग उपकरण अनुपयोगी पाए गए, लाइन रखरखाव स्टोर, टूल कंट्रोल प्रक्रियाओं का पालन नहीं किया गया। शूरा)



ये मिलीं खामियां, संस्थाओं को चेताया

- कई जगह कार्य आदेश का पालन नहीं हो रहा था।
- खराब ध्रुव रिवर्स सिस्टम व फ्लैप स्लैट लॉकर लॉक नहीं।
- विमान रखरखाव मैनुअल के अनुसार इंजीनियर नहीं बरत रहे थे सुरक्षा सावधानियां। कुछ जगह इंजीनियर नहीं थे।
- विमान प्रणाली में उत्पन्न दोष रिपोर्ट को तकनीकी लांगवुक में दर्ज नहीं किया गया था।
- कई स्टाफ जैकेट विमानों में निर्धारित सीटों के नीचे ठीक से सुरक्षित नहीं पाए गए।
- दाएं हाथ की तरफ विंगलेट के निचले ब्लैड पर जंग-शेथे टैप क्षतिग्रस्त पाया गया।
- एक हवाईअड्डे पर रनवे केंद्र रेखा फीकी पड़ी थी।
- रैपिड एग्जिट टैक्सिवे, ग्रीन सेंटर लाइट एक दिशात्मक नहीं थे।
- अवरोध सीमा डाटा पिछले तीन वर्षों से अपडेट नहीं था।
- हवाईअड्डे के आस-पास कई नए निर्माण के बावजूद कोई सर्वेक्षण नहीं किया गया।
- रैप क्षेत्र में कई वाहन बिना स्पीड गवर्नर के पाए गए। इन वाहनों को एबीपी स्टूड करके वापस ले लिया गया और ड्राइवर्स के एडीपी को निलंबित कर दिया गया।
- एक सिग्नलेटर, विमान विन्डस से मेल नहीं खाता था और सॉफ्टवेयर को वर्तमान संस्करण में अपडेट नहीं किया गया था।
- एक कंपनी की घरेलू उड़ान को घिसे हुए टायरों के कारण रोक दिया गया और इसे आवश्यक सुधार किए जाने के बाद ही जारी किया गया।

### समग्र मूल्यांकन शुरू

डीजीसीए ने जोर दिया कि उसने पूरे क्षेत्र में सुरक्षा उपायों को मजबूत करने के लिए विमानन पारिस्थितिकी तंत्र का समग्र मूल्यांकन शुरू किया है। निगरानी के दौरान, निष्कर्ष आवश्यकताओं के अनुपालन की जांच करने और सुधार के लिए कमजोर क्षेत्रों की पहचान करने के लिए जमीनी गतिविधियों और विमान की आवाजाही पर बारीकी से नजर रखी गई।



# Corporate Communications Directorate

BUSINESS LINE

DELHI

25 JUNE 2025

## India's airlines resume operations to W.Asia

**AIRSPACE ACCESS.** Move follows lifting of airspace restrictions after a truce was announced between Israel, Iran and the US

**Our Bureau**  
New Delhi

After a short period of uncertainty that stranded air passengers, India and West Asia-based airlines on Tuesday reinstated flights between the two regions, following the removal of airspace restrictions over several Gulf countries.

Just before midnight on Tuesday, India-based airlines suspended all flight operations to West Asia and beyond following Iran's military strikes on US bases in the Gulf region.

The flight operations were reinstated after a truce was announced between Iran, Israel, and the US, and prompted the revocation of air-

space suspension over several Gulf countries.

Accordingly, the development led Air India to "progressively resume flights" to the region starting on June 24, with most operations to and from West Asia resuming from June 25.

### EUROPE SERVICE

"Flights to and from Europe, previously cancelled, are also being progressively reinstated from today, while services to and from the East Coast of the US and Canada will resume at the earliest opportunity," said an Air India spokesperson.

Air India will continue to avoid airspaces assessed as unsafe at any given time, the spokesperson said.

On Tuesday night, airlines



**BACK IN THE AIR.** India's airlines suspended all flights to West Asia and beyond following Iran's military strikes in the region

were busy diverting jets or calling back flights to West Asia.

At that time, Air India diverted its India-bound flights from North America back to their respective ori-

gins, while other flights were either returned to India or rerouted away from the closed airspaces.

Besides, an Air India Express spokesperson said that the airline's first flight to the

region was on the Delhi-Muscat route, followed by services on the Mumbai-Muscat, Kozhikode-Muscat, Kozhikode-Riyadh and Jaipur-Jeddah routes.

"Air India Express flights to and from key cities in the UAE — including Dubai, Abu Dhabi, Sharjah, Al Ain, and Ras Al Khaimah — as well as other cities are scheduled from tomorrow," the spokesperson said.

IndiGo said that as airports across the region gradually reopen, "we are prudently and progressively resuming operations on these routes."

Similarly, following the truce, West Asia-based airlines slowly started to reinstate flights to and from the area. Airline major Qatar Air-

ways on Tuesday confirmed reinstatement of flights as airspace reopens in Qatar.

### SAFE JOURNEY

"Our focus at this time is to help our passengers return home or reach their onward journey safely and smoothly," the airline said.

According to Emirates Airlines, due to the recent regional situation, a number of its flights were rerouted en route to Dubai on June 23, "but there were no diversions".

At present, the West Asia houses several key global transit hubs. Millions of passengers transit across the globe using these hubs.

These airlines also serve the vast Indian diaspora in the region.

# विमानन क्षेत्र के ऑडिट में उजागर हुईं कई खामियां

दीपक पटेल  
नई दिल्ली, 24 जून

नागर विमानन महानिदेशालय (डीजीसीए) ने भारतीय विमानन क्षेत्र में कई बड़ी सुरक्षा खामियां पाई हैं। डीजीसीए ने मंगलवार को भारतीय विमानन क्षेत्र में विभिन्न पहलुओं की व्यापक जांच (ऑडिट) की जिसमें ये खामियां नजर आईं। जो बातें डीजीसीए की नजरों में खटकीं हैं उनमें घिसे हुए टायरों के साथ विमान उड़ाना और लगातार पेश आ रही तकनीकी खराबी से लेकर अनुपयोगी ग्राउंड हैंडलिंग उपकरण और विमानों से बेमेल सिम्युलेटर तक शामिल हैं। कई हवाई अड्डों पर तो रनवे दर्शाने वाले निशान भी ठीक से नहीं दिखाई दे रहे थे और आसपास की इमारतों से संबंधित जानकारियां भी कई वर्षों से अद्यतन नहीं की गई हैं।

अहमदाबाद में 12 जून को हुए एयर इंडिया के विमान हादसे के बाद यह व्यापक सुरक्षा ऑडिट हुआ है। इस दुर्घटना में चालक दल सहित 241

लोगों की मौत हो गई थी और इसकी चपेट में आकर अन्य 34 लोगों की भी जान चली गई थी। इस दुर्घटना के बाद डीजीसीए ने 19 जून को एक परिपत्र जारी किया और एक नए 'व्यापक विशेष ऑडिट' की घोषणा की जिसका मकसद भारतीय विमानन सुरक्षा से जुड़ी खामियों का पता लगाना और उन्हें दुरुस्त करना है।

नए ढांचे के अंतर्गत डीजीसीए के संयुक्त महानिदेशक की अगुआई में विभिन्न विभागों के प्रतिनिधियों को मिलाकर तैयार दो दलों ने दिल्ली और मुंबई सहित देश के बड़े हवाई अड्डों का रात में और सुबह निरीक्षण किया। इन निरीक्षण में प्रमुख पहलुओं जैसे विमान परिचालन, उड़ान भरने लायक क्षमता, रैंप सुरक्षा, हवाई यातायात नियंत्रण (एटीसी), संचार, उड़ान पूर्व स्वास्थ्य जांच और रखरखाव व्यवहारों की पड़ताल की गई। इस ऑडिट में एक ही विमान में बार-बार होने वाली तकनीकी खराबी चिंता का सबसे बड़ा कारण रही। इससे यह संकेत मिल रहा है कि तकनीकी खराबी पूरी तरह दुरुस्त



## विमानन में दिखी लापरवाही

- घिसे टायरों के साथ उड़ान भर रहे विमान
- ग्राउंड हैंडलिंग में दिखी लापरवाही
- टैक्सीवे पर रोशनी की व्यवस्था सही नहीं थी
- सिम्युलेटर पुराने सॉफ्टवेयर के साथ कर रहे काम
- कई हवाई अड्डों पर हवाई पट्टी दर्शाने वाले निशान स्पष्ट नहीं दिख रहे
- बार-बार होने वाली तकनीकी खराबी चिंता का सबसे बड़ा कारण

नहीं की जा रही है। डीजीसीए ने इसे 'लापरवाह निगरानी एवं अपर्याप्त सुधार' का संकेत करार दिया है।

डीजीसीए ने कहा, 'एक शेड्यूल्ड विमानन कंपनी की एक घरेलू उड़ान रोक दी गई क्योंकि उसके टायर घिसे चुके थे। आवश्यक मरम्मत के बाद ही उड़ान भरने की इजाजत दी गई।'

रखरखाव ऑडिट में निरीक्षकों ने पाया कि विमान रखरखाव इंजीनियर (एएमई) निर्धारित कार्य आदेशों का पालन करने में नाकाम रहे। डीजीसीए ने एक बयान में कहा, 'थ्रस्ट रिवर्सर प्रणाली अनुपयोगी थी और फ्लैप स्लेट लीवर बंद नहीं थे।' नियामक ने पाया कि रखरखाव से जुड़े कार्यों के दौरान

सुरक्षा सावधानियों के निर्देशों की अनदेखी की गई। कुछ मामलों में विमान में लगी प्रणालियों (ऑनबोर्ड एयरक्राफ्ट सिस्टम) की पकड़ में आने के बाद भी खामियां टेक्निकल लॉग बुक में दर्ज नहीं की गईं।

यात्री सुरक्षा से जुड़े निर्देशों की अनदेखी के मामले भी सामने आए।

कई सुरक्षा जैकेट दुरुस्त नहीं थे जबकि विंगलेट के निचले ब्लेड पर लगे क्षरण रोधी टेप भी क्षतिग्रस्त पाए गए।

एक हवाई अड्डे पर रनवे दर्शाने वाले निशान भी घिस चुके थे और टैक्सीवे पर रोशनी की व्यवस्था ठीक से काम नहीं कर रही थी। डीजीसीए ने यह भी कहा कि हवाई अड्डे के निकट इमारतों एवं अन्य ढांचों से जुड़ी जानकारियां भी तीन साल से अपडेट नहीं की गई थीं। इसके अलावा हवाई अड्डे के निषिद्ध क्षेत्रों में परिचालन करने वाले वाहनों की रफ्तार भी पूरी तरह नियंत्रित नहीं थी। जांच के तत्काल बाद ये वाहन सेवा से हटा दिए गए और चालकों के लाइसेंस निलंबित कर दिए गए।

डीजीसीए ने कहा कि इन कमियों के बारे में संबंधित विमानन कंपनियों एवं संबद्ध इकाइयों को बता दिया गया है। उन्हें सात दिनों के भीतर आवश्यक कदम उठाने के निर्देश दिए गए हैं।' डीजीसीए मौजूदा विमानन तंत्र की समग्र जांच में जुट गया है। जांच के नतीजे को गंभीरता के अनुसार श्रेणियों में बांटा जाएगा।

# हवाई सुरक्षा ढांचे पर पुनर्विचार आवश्यक

देश की हवाई सुरक्षा नियामक एजेंसी के मौजूदा स्वरूप में आमूलचूल परिवर्तन की आवश्यकता है। बता रहे हैं केपी कृष्णन

हमें हाल ही में हुई त्रासद हवाई दुर्घटना के बाद सामूहिक राष्ट्रीय शोक की घड़ी में देश की हवाई सुरक्षा क्षमताओं को लेकर आत्माव-लोकन करने की भी आवश्यकता है। सैद्धांतिक तौर पर हम जानते हैं कि बाजार के स्तर पर होने वाली विफलताएं सरकारों को हस्तक्षेप के लिए प्रेरित करती हैं। कुछ ही विमानन कंपनियों के छोटे से समूह के एकाधिकार से बाजार की ताकत की समस्या हो सकती है। कुछ विमानन कंपनियां मुनाफा बढ़ाने के लिए सुरक्षा व्यय में कटौती कर सकती हैं। आमतौर पर यात्रियों से यह उम्मीद नहीं की जा सकती है कि वे किसी विमानन कंपनी की सुरक्षा का आकलन कर सकें क्योंकि उन्हें इस विषय में बहुत अधिक जानकारी नहीं होती। विमान दुर्घटनाएं अक्सर कई पक्षों पर भारी पड़ती हैं। ऐसे में इन बाजार विफलताओं से निपटने और विमानन कंपनियों में हस्तक्षेप करने के लिए सरकारी एजेंसी की आवश्यकता है। फिलहाल हमारे देश में यह काम नागर विमानन महानिदेशालय यानी डीजीसीए करता है।

नियामकीय सिद्धांत हमें इस बारे में बहुत कुछ बताता है कि ऐसे संगठन को किस तरह गठित किया जाना चाहिए। इसके लिए कार्यकारी सरकार की मदद, विशेषज्ञों की विशेषज्ञता, और सहजता से तथा निर्णायक कदम उठाने की क्षमता की आवश्यकता होती है। इसे विधायी रूप से शक्तिसंपन्न होना चाहिए कि वह इस क्षेत्र का नियमन कर सके, स्वायत्त हो और पर्याप्त संसाधन संपन्न हो यानी उसके पास

मानव संसाधन, वित्तीय व्यवस्था और जरूरी खरीद के लिए पर्याप्त संसाधन हों। उसे इनके लिए किसी सरकारी विभाग पर निर्भर नहीं रहना चाहिए। हमें यह याद करना चाहिए कि सांविधिक नियामक प्राधिकरण (एसआरए) की स्थापना की एक वजह विशेष कौशल, श्रम शक्ति और प्रक्रिया तैयार करना भी है जो सरकार से अलग हों।

मौजूदा डीजीसीए की बात करें तो इसके पास एक मजबूत संगठनात्मक ढांचा और समर्पित काम करने वाले लोग हैं जो हर कीमत पर सुरक्षा को बरकरार रखना चाहते हैं। परंतु इसकी संस्थागत डिजाइन में कई जरूरी तत्व नदारद हैं। डीजीसीए की शक्तियां मोटे तौर पर कार्यकारी अधिसूचनाओं के जरिये आती हैं। इसके अलावा ये शक्तियां आजादी के पहले बने एक कानून और 2024 के एक पूरक अधिनियम की बदौलत भी आती हैं। संस्था के पास ऐसा कोई स्पष्ट उद्देश्य या स्वायत्तता नहीं है जो संसद के एक आधुनिक, समग्र और विशिष्ट अधिनियम से प्राप्त हो, जिसमें इसके अधिकार, स्वतंत्रता और संचालन की संरचना को स्पष्ट रूप से परिभाषित किया गया हो। यह संस्था नागर विमानन मंत्रालय के सीधे प्रशासनिक नियंत्रण में एक अधीनस्थ कार्यालय के रूप में काम करती है। बजट, नीतिगत निर्देश और यहां तक कि स्टाफ की संख्या से जुड़े निर्णय भी अक्सर मंत्रालय से ही आते हैं। इससे एजेंसी की क्षमता के विकास में बाधा उत्पन्न होती है। डीजीसीए अपने मानव संसाधन के लिए पारंपरिक लोक सेवा

भर्ती प्रक्रिया का पालन करता है। ऐसे में उत्कृष्ट विमान चालकों, विमानन रखरखाव इंजीनियरों, एयर ट्रैफिक कंट्रोल विशेषज्ञों और दुर्घटनाओं की जांच करने वालों को साथ जोड़ना मुश्किल होता है क्योंकि उनके पास विमानन कंपनियों, एआरओ (मेंटेनेंस, रिपेयर और ओवरहॉल करने वाली संस्थाएं) या अंतरराष्ट्रीय विमानन संस्थाओं में काम करने के बेहतर अवसर होते हैं।

मंत्रालय के अधीनस्थ कार्यालय के रूप में डीजीसीए के वित्तीय संसाधन भी सालाना बजट आवंटन पर निर्भर रहते हैं। अक्सर उसे अन्य मंत्रालयीय प्राथमिकताओं से जूझना पड़ता है। इसकी वजह से अक्सर उसे कम फंडिंग मिलती है और बेहतरीन जांच उपकरणों, उन्नत प्रणालियों और प्रशिक्षण सुविधाओं या अहम आईटी अधोसंरचना आदि में निवेश की उसकी कोशिशें कमजोर पड़ जाती हैं। जबकि सुरक्षा निगरानी में इन सब की अहम भूमिका होती है। संसाधनों की बाधा और खरीद की सीमाएं दोनों ऐसी तकनीक को तेजी से अपनाने और लागू करने में दिक्कत पैदा करती हैं।

एक पारंपरिक सरकारी विभागीय ढांचे में संचालन अनिवार्य तौर पर कई तरह की मंजूरीयों पर निर्भर होता है और धीमी निर्णय प्रक्रिया उत्पन्न करता है। विमानन के क्षेत्र में जहां हालात तेजी से बदल सकते हैं, वहां ऐसी देरी एजेंसी के प्रभाव को कम करती है। ये ढांचागत और परिचालन सीमाएं मिलकर समस्याओं को बढ़ाती हैं और नियामक की स्वायत्तता को

लेकर भरोसा कमजोर होता है। वहीं बेहतरीन कार्य व्यवहार को अपनाने में धीमापन और सुरक्षा प्रबंधन में नवाचार की संभावना कम होती है। कुल मिलाकर ये बातें डीजीसीए के लिए उसके प्राथमिक उद्देश्य को हासिल करने की क्षमता पर असर डालती हैं।

विकसित देशों की ऐसी ही सरकारी एजेंसियों की बात करें तो अमेरिका में फेडरल एविएशन एडमिनिस्ट्रेशन (एफएए) नामक एक समकक्ष एजेंसी है। यह विमानों के डिजाइन, निर्माण, रखरखाव और परिचालन का नियमन करती है। यह सभी प्रकार के नागरिक विमानों, विमान चालकों, मैकेनिकों और विमान कंपनियों का प्रमाणन करती है और यह सुनिश्चित करती है कि वे उसके कठोर मानदंडों को पूरा करें। इसकी परिचालन शाखा यानी एयर ट्रैफिक ऑर्गनाइजेशन (एटीओ) हवाई क्षेत्र का प्रबंधन करती है। एफएए के पास अपने कर्मा और खरीद व्यवस्था है जो अधिकांश संघीय एजेंसियों का संचालन करने वाले नियमों से अलग है। यूके में समकक्ष एजेंसी का नाम है सिविल एविएशन अथॉरिटी यानी सीएए। यह विमानों के डिजाइन, निर्माण, रखरखाव और परिचालन का नियमन करती है। इसके काम में यूके में पंजीकृत विमानों का प्रमाणन, विमान चालकों, एयर ट्रैफिक कंट्रोलरों का प्रमाणन और विमानन कंपनियों द्वारा सुरक्षा अनुपालन सुनिश्चित करवाना शामिल है। नियामकीय सिद्धांत के अनुसार ही तथा नियामक और सेवा प्रदाता के बीच के अंतर को एक कदम आगे ले जाते हुए, विमानन क्षेत्र का परिचालन प्रबंधन पूरी तरह स्वतंत्र संस्था द्वारा किया जाता है जिसका नाम है: एनएटीएस। यह सार्वजनिक-निजी भागीदारी में काम करती है। यह ढांचागत अलगाव उनकी प्रशासनिक स्वायत्तता सुनिश्चित करता है। सीएए एक सार्वजनिक निकाय के रूप में यूके के सिविल सेवा नियमों से बंधा नहीं है और इसलिए उसने अपनी नीतियां तय की हैं और उसकी अपनी खरीद प्रक्रिया भी है जो सरकार से अलग है। एनएटीएस एक निजी कंपनी है वह पूर्ण व्यावसायिक स्वायत्तता के साथ संचालित

होती है। उसने अपने अलग खरीद नियम तय किए हैं और उसकी रोजगार शर्तें सरकारी प्रारूप से पूरी तरह बाहर हैं।

**आगे की राह क्या है ?**

संसद द्वारा एक नया व्यापक कानून बनाया जाना जरूरी है ताकि एक विमानन सुरक्षा प्राधिकरण (एएसए) का गठन किया जा सके। हमें भारतीय वित्तीय संहिता की तर्ज पर एक स्वच्छ, आधुनिक और व्यवस्थित मसौदा कानून की जरूरत है। नए संगठन को परिचालन की स्वायत्तता हासिल होनी चाहिए और उसका अपना गवर्निंग बोर्ड होना चाहिए जिसके पास स्पष्ट रूप से व्याख्यायित शक्तियां हों, जिसके पास सुरक्षा को बाकी चीजों पर प्राथमिकता देने का शासनादेश हो। बोर्ड का घटक और उसकी भूमिका राज्य की क्षमता हासिल करने की दृष्टि से सबसे अधिक महत्वपूर्ण है। बोर्ड को प्रबंधन टीम को भी जवाबदेह बनाना चाहिए और संगठन की समस्त गतिविधियां पारदर्शिता और जवाबदेही के लिहाज से अनुकूल होनी चाहिए।

उसके पास वित्तीय स्वायत्तता होनी चाहिए। उसकी फंडिंग के लिए हवाई सफर पर एक समर्पित उपकर लगाया जा सकता है या फिर एक खास आवंटन जो सालाना सरकारी आवंटन पर निर्भर न हो। इससे वह जरूरी अधोसंरचना, तकनीक और मानव संसाधन में निवेश करने में सक्षम होगा। उसे अपनी मानव संसाधन नीतियां तैयार करने की स्वायत्तता होनी चाहिए जिसमें नियुक्तियों में लचीलापन, प्रतिस्पर्धी वेतन और एक विशिष्ट विमानन सुरक्षा पेशेवर काडर तैयार करना शामिल हो।

अनुबंध प्रणाली जटिल तकनीकी दिक्कतों को हल करने में एक अहम बाधा बन कर सामने आ रही है। ऐसे में नई संस्था को सरकारी अनुबंधों के अनुभवों के आधार पर विकसित नए ज्ञान का इस्तेमाल करने वाला होना चाहिए। अगर भारत को एक प्रमुख वैश्विक अर्थव्यवस्था और प्रमुख हवाई परिवहन केंद्र बनना है तो एक ऐसा सुरक्षा नियमन ढांचा आवश्यक है जो विश्व स्तरीय हो, स्वायत्त हो और किसी भी तरह की कमजोरी से मुक्त हो।

(लेखक आईसीपीपी में मानद सीनियर फेलो और पूर्व अफसरशाह हैं)

# प. एशिया में हवाई क्षेत्र बंद होने से उड़ानें प्रभावित

अमेरिकी सैन्य अड्डे पर ईरान के मिसाइल हमले के बाद भारत समेत पूरे क्षेत्र में गड़बड़ा गया हवाई यातायात

दीपक पटेल

पश्चिम एशिया में हवाई क्षेत्र बंद होने से भारतीय विमानन कंपनियों को उड़ानों के संचालन में गंभीर चुनौतियों से जूझना पड़ रहा है। ईरान ने सोमवार देर रात कतर स्थित अमेरिकी सैन्य ठिकाने पर मिसाइल से हमला किया, जिसके बाद पश्चिम एशिया के कई हिस्सों में हवाई क्षेत्र कई घंटों तक बंद कर दिए गए।

ईरान, कतर, संयुक्त अरब अमीरात (यूएई), बहरीन और कुवैत ने हमले के बाद अपने हवाई क्षेत्र बंद कर दिए थे, जिस कारण विमानन कंपनियों को वहां से गुजरने वाली उड़ानें रद्द करनी पड़ीं, देर से उड़ानी पड़ी या उनके रास्ते बदलने पड़े। मगर मंगलवार सुबह युद्ध विराम की खबर आने और तनाव कम होने पर कतर, बहरीन, कुवैत और यूएई सहित अधिकतर खाड़ी देशों ने अपने हवाई क्षेत्र वापस खोल दिए। इसके बाद भी ईरान का हवाई क्षेत्र बंद रहा, जिससे भारत को पश्चिम एशिया के रास्ते यूरोप और उत्तरी अमेरिका को जोड़ने वाले हवाई मार्गों पर उड़ान सेवा प्रभावित रही।

एयर इंडिया ने सोमवार और मंगलवार की दरम्यानी रात साढ़े बारह बजे घोषणा की थी कि वह पश्चिम एशिया जाने वाली तथा उत्तर अमेरिका एवं यूरोप से आने-जाने वाली सभी उड़ानें रोक रही है। मगर दिन में उसने उड़ानें चालू कर दीं। विमानन कंपनी के प्रवक्ता ने दोपहर पौने चार बजे कहा, 'पश्चिम एशिया के कुछ हिस्सों में हवाई क्षेत्र जैसे-जैसे खुलते जाएंगे वैसे-वैसे ही एयर इंडिया उन इलाकों के लिए अपनी उड़ानें बहाल करती जाएगी। पश्चिम एशिया जाने और वहां से आने वाली ज्यादातर उड़ानें 25 जून तक बहाल हो जाएंगी।'

प्रवक्ता ने कहा कि यूरोप से आने-जाने वाली जो उड़ानें पहले रद्द कर दी गई थीं, उन्हें भी बहाल किया जा रहा है। इसी तरह अमेरिका और कनाडा के ईस्ट कोस्ट के लिए विमानन सेवाएं भी जल्द ही पटरी पर आ जाएंगी। एयर इंडिया ने आगाह किया कि हवाई मार्ग बदलने की



ऑपरेशन सिंधु के तहत इजरायल से निकाले गए भारतीय नागरिकों को मंगलवार को भारतीय वायु सेना के सी-17 विमान से नई दिल्ली लाया गया

वजह से कुछ उड़ानें रद्द हो सकती हैं या उनमें देर हो सकती है। लेकिन उसने कहा कि जो रास्ते महफूज नहीं हैं, उन पर वह अपने विमान नहीं उड़ाएगी। प्रवक्ता ने कहा, 'हमारे यात्रियों, कर्मचारियों एवं विमानों की सुरक्षा हमारे लिए सबसे पहले है।'

बाजार हिस्सेदारी के लिहाज से देश की सबसे बड़ी विमानन कंपनी इंडिगो ने भी रात करीब 12:40 पर परामर्श जारी कर बताया कि दुबई, दोहा, बहरीन, दम्मम, अबू धाबी, कुवैत, रास अल-खैमा और बिलिसी के लिए उड़ानों में रुकावट आ रही है। रात 1:50 बजे उसने कहा कि एहतियात के तौर पर जेद्दा, मस्कट, शारजाह, रियाद और मदीना सहित 15 शहरों के लिए उड़ानें सुबह दस बजे तक के लिए रोक दी गई हैं। मंगलवार सुबह साढ़े छह बजे कहा गया कि हवाई अड्डे खुलने के साथ उड़ानें भी धीरे-धीरे शुरू की जा रही हैं। अकासा एयर ने आधी

रात के बाद जारी बयान में आगाह किया कि पश्चिम एशिया जाने वाली उड़ानों पर असर पड़ सकता है और यात्री घरों से निकलने से पहले उड़ान की स्थिति पता कर लें। स्पाइसजेट ने रात करीब 2 बजे परामर्श जारी कर हवाई क्षेत्र बंद होने के कारण उड़ानों में व्यवधान पड़ने की आशंका जताई। उसने यात्रियों को वेबसाइट देखने और हेल्पलाइन पर संपर्क करने के लिए कहा।

भारतीय विमानन कंपनियों की मुश्किल इसलिए भी बढ़ गई क्योंकि पाकिस्तान ने उनके लिए अपना आसमान बंद कर रखा है। उसने 7 मई को ऑपरेशन सिंदूर शुरू होने के बाद से ही भारतीय विमानों को अपने हवाई क्षेत्र में प्रवेश से रोक दिया है। इसलिए भारतीय विमानन कंपनियों को अरब सागर, मित्र और कॉकेशस के ऊपर लंबे रास्ते से उड़ान भरनी पड़ रही है, जिसमें समय भी ज्यादा लगता है और ईंधन भी।

## इजरायल और ईरान में युद्धविराम प्रभावी कोई हमला नहीं करेगा : ट्रंप

अमेरिकी राष्ट्रपति डॉनल्ड ट्रंप ने कहा कि इजरायल अपने लड़ाकू विमानों को वापस बुलाने जा रहा है और ईरान पर हमला करना बंद कर देगा। उन्होंने कहा कि मंगलवार को उनका युद्धविराम कुछ समय स्थगित रहने के बाद प्रभावी हो गया। ट्रंप ने दोनों पक्षों पर युद्ध विराम का पालन करने का दबाव डालते हुए सोशल मीडिया पर पोस्ट किया, 'इजरायल ईरान पर हमला नहीं करने जा रहा है। सभी विमान वापस लौट जाएंगे। किसी को भी नुकसान नहीं होगा, युद्ध विराम प्रभावी है!' ट्रंप ने कहा कि वह ईरान में शासन परिवर्तन की उम्मीद नहीं कर रहे हैं, क्योंकि वहां अस्थायी युद्ध विराम लागू हो गया है। इससे पहले, हेग में नाटो शिखर सम्मेलन के लिए रवाना होने से पहले व्हाइट हाउस में पत्रकारों से बातचीत में ट्रंप ने उन हमलों पर निराशा व्यक्त की थी जो मंगलवार की समय-सीमा के बाद भी जारी रहे। इससे पहले, इजरायल और ईरान दोनों युद्ध रोकने के लिए संघर्ष विराम पर सहमत हो गए थे। इस अस्थायी समझौते की घोषणा अमेरिकी राष्ट्रपति डॉनल्ड ट्रंप ने मंगलवार की सुबह की थी, जब ईरान ने सोमवार को कतर स्थित अमेरिकी सैन्य अड्डे पर जवाबी मिसाइल दागी थी। ट्रंप की घोषणा और संघर्ष विराम शुरू होने के बीच इजरायल ने भोर से पहले ईरान में हमलों की बौछार कर दी। ईरान ने भी मंगलवार की सुबह इजरायल पर मिसाइलों से हमला किया। **भाषा**

**FIRST SECTORWIDE SAFETY AUDIT BY DGCA**

## Inspection flags unsafe ground ops, worn tyres

**DEEPAK PATEL**  
New Delhi, 24 June

The Directorate General of Civil Aviation (DGCA) on Tuesday carried out its first comprehensive audit of multiple stakeholders in the Indian aviation sector, and flagged serious safety lapses — from aircraft being flown with worn tyres and repeated technical snags, to unserviceable ground-handling equipment and simulators that don't match aircraft configurations. At some airports, even runway markings were found faded, and data on surrounding buildings hadn't been updated for years.

The sweeping audit comes days after the crash of Air India's AI171 flight on June 12, in which 229 passengers, 12 crew members and 34 people on the ground were killed. In response, DGCA had issued a circular on June 19, announcing a new "comprehensive special audit" mechanism aimed at breaking down the traditional silos in India's aviation safety oversight.

Two multidisciplinary teams led by DGCA joint direc-



### Major findings

- Engineers failed to follow prescribed maintenance work orders
- Life vests improperly secured; winglet tape found damaged
- Unserviceable ground equipment, including baggage trolleys
- Routine maintenance done without adhering to work orders
- Faded runway markings, faulty taxiway lighting at one airport

tor general conducted overnight and early morning surveillance checks at major airports, including Delhi and Mumbai. **Turn to Page 7**

## Aircraft maintenance engineers failed to follow prescribed work orders: Audit

The inspections covered key areas such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communications, pre-flight medical checks, and maintenance practices.

Some of the most concerning findings were repeated technical problems on the same aircraft, showing that issues were not being fixed properly. The DGCA called this a sign of "ineffective monitoring and inadequate rectification".

"A domestic flight of a scheduled carrier was held up due to worn tyres, and it was released only after the required rectification was carried out," the DGCA noted.

In maintenance audits, inspectors found that Aircraft Maintenance Engineers (AMEs) had failed to follow prescribed work orders. "Unserviceable thrust reverser system and flap/slat lever were not locked," the DGCA said in a statement, adding that safety precautions mandated by manuals were ignored during maintenance tasks. In some cases, defects detected by onboard aircraft systems were not even recorded in the technical logbook.

Passenger safety was also compromised. Several life vests were found

improperly secured, while corrosion-resistant tape on a winglet's lower blade was damaged. Tool control procedures were not followed in line maintenance stores.

At one airport, runway markings were found to be faded, and the lighting on taxiways was not working properly. The DGCA also pointed out that information about buildings and other structures near the airport had not been updated for three years, even though new construction had taken place nearby. In addition, several vehicles operating in restricted airport areas did not have proper speed controls. These vehicles were removed from service, and the drivers' permits were suspended.

Even the training infrastructure came under scrutiny. A simulator inspected during the audit was found to be running outdated software and did not match the current configuration of the aircraft it was supposed to replicate.

"These findings have been communicated to the operators concerned for taking necessary corrective actions within seven days," the DGCA said, adding that such intensive, cross-domain audits would now be a continuing process

to detect systemic hazards.

This first-of-its-kind assessment is part of the regulator's push for a "360-degree evaluation" of the aviation ecosystem, covering airlines, airports, MROs (maintenance, repair, and overhauls), training institutes, and ground-handling agencies. The new audit regime — described by DGCA as a "significant paradigm shift" — is intended to supplement annual surveillance with broader, integrated inspections triggered by both routine and extraordinary circumstances.

Audit findings will be graded by severity. While some issues may be resolved over 30-90 days, "critical" lapses like those identified in the current audit require urgent redressal. Entities must file corrective action plans, detailing root causes, preventive strategies, and implementation timelines. Failure to comply could lead to strict penalties.

"Non-compliance... may result in progressive enforcement actions, including advisory guidance, formal warnings, operational restrictions, financial penalty, suspension, or revocation of licences," the June 19 circular stated.



# Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

24 JUNE 2025

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## **Air India suspends all flights to West Asia**

**NEW DELHI, DHNS:** Air India on Monday night announced that it has ceased all operations to West Asia, as well as to and from the East Coast of North America and Europe, with immediate effect.

“Our India-bound flights from North America are diverting back to their respective origins and others are being diverted back to India or re-routed away from the closed airspaces,” a statement said, citing the “developing situation in the Middle East”.

“We request the understanding of all passengers who may be affected by this disruption that’s beyond an airline’s control. Air India is in continuous consultation with its external security advisors and is vigilantly monitoring the evolving situation,” an Air India spokesperson said.

IndiGo said some of its flights may experience delays or diversions. “These adjustments are being made to ensure operations remain within safe and compliant airspace,” an airline statement said.



# Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

24 JUNE 2025

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## Aviation regulator to start Air India annual audit today

**NEW DELHI, REUTERS:** Ten Directorate General of Civil Aviation (DGCA) officials will visit the Air India headquarters on Tuesday for an annual audit, a government memo showed, just as the airline was facing intense scrutiny after a plane crash killed 271 people.

The audit is unrelated to the accident, but Air India has been getting warning notices for compliance lapses in recent days, and has also reduced its routes citing “operational stability” needs after the June 12 deadly crash of its Boeing 787-8

Dreamliner in Ahmedabad. The cause of the incident is still under investigation.

The aviation safety watchdog’s officials will inspect documents related to Air India operations, previous audit findings and action-taken reports during the visit, according to a government memo seen by Reuters.

The 10-member DGCA team will include many flight operation inspectors and will be led by Adhiraj Yadav, a deputy chief flight operations inspector. Two officials to check cabin safety norms are

also in the team.

The “annual surveillance and regulatory audit” will last from June 24 to June 26, and mandatorily requires top Air India executives to be present, the memo stated.

The watchdog on Saturday issued a warning to Air India for “repeated and serious violations” related to pilot duty scheduling, and directed the airline to remove three company executives from crew scheduling roles. Air India said it has complied with the order.

## DNA profiling helps identify all victims of Air India crash in record time

**SATISH JHA**  
AHMEDABAD, DHNS

As the process of handing over the mortal remains of victims from the June 12 Air India crash nears completion, the tragedy will be remembered for how DNA technology helped identify all 241 people on board—despite the bodies being charred beyond recognition.

By Monday evening, DNA from 253 victims had been matched with samples from relatives. Of these, 240 were passengers on flight AI 171, which crashed into the BJ Medical College hostel buildings. The remaining 13 were individuals killed on the ground, said Dr Rakesh Joshi, medical superintendent, Civil Hospital.

The state government has praised the rapid identification process, made possible by cutting-edge DNA testing infrastructure developed over the last two decades.

A dedicated team of 54 forensic DNA experts, including 20 women, worked around the clock to complete the operation, which began immediately after the crash.

According to officials, the process of matching DNA—



**A crane removing aeroplane's tail from the wreckage after the June 12 Air India flight crash in Ahmedabad.** AFP FILE

which once took up to 10 days—was completed in under 72 hours. HP Sanghvi, Director of Forensic Science, described the operation as “a matter of hope and emotion for countless families.”

FSL teams from across the state were mobilised to expedite the DNA profiling process and ensure swift identification and return of victims' bodies.

DNA samples from the unrecognisable remains were carefully transported to the FSL laboratory in Gandhinagar.

The process involved two primary methods: collecting fresh blood or extracting DNA from bones and teeth, which required more precision. The samples were then processed

through a series of meticulous steps, including isolation, amplification, and comparison with family members' DNA. Only when 23 DNA alleles matched was the identity of a victim confirmed. In father-son cases, Y chromosome testing was used for additional confirmation.

Despite the complexities, FSL managed to match most identities in record time. The post-mortem process followed the Disaster Management Act, with formal certifications obtained for all autopsies. At Civil Hospital, a unique identification number was assigned to every body part recovered from the crash site, ensuring thorough documentation and tracking.

### 5 passengers, 2 crew feel dizzy aboard AI flight

**MUMBAI, DHNS:** In an incident that sparked concerns, five passengers and two crew members felt dizzy and nauseous on an Air India flight from London Heathrow to Mumbai on Monday.

An investigation has been ordered into the incident.

“On board flight AI130 from London Heathrow to Mumbai, 5 passengers and 2 crew reported feeling dizzy and nauseous during different phases of the flight,” a brief Air India statement said on Monday night. The flight landed safely in Mumbai, where medical teams were ready to provide immediate medical assistance.

“After landing, two passengers and two cabin crew, who continued to feel unwell, were taken to the medical room for further examination and were later discharged,” the statement said.

The cause of the sudden illness of the seven persons is not yet known. The Air India management has informed the Directorate General of Civil Aviation about the incident.

## विमान के घिसे टायर, टूटी ट्राली, रनवे की धुंधली मार्किंग समेत डीजीसीए को मिलीं कई खामियां

जागरण ब्यूरो, नई दिल्ली : क्या देश का उड़डयन सेक्टर रामभरोसे चल रहा है? एविएशन सेक्टर की नियामक एजेंसी नागरिक उड़डयन महानिदेशालय (डीजीसीए) ने पिछले दिनों एअर इंडिया के बोइंग ड्रीमलाइनर विमान एआइ-171 के हादसाग्रस्त होने के बाद जब मुंबई, दिल्ली समेत कुछ प्रमुख हवाई अड्डों का समग्र तौर पर निरीक्षण किया तो उसमें कई खामियां सामने आईं, इससे तो ऐसा ही लगता है। कहीं विमान के घिसे टायर का मामला सामने आया तो कहीं टूटी बैगेज ट्राली और रनवे की धुंधली मार्किंग जैसे केस सामने आए।

मंगलवार को विमानन नियामक ने बताया कि यात्री विमानों में बार-बार एक ही तरह की खराबी आई है, लेकिन उसे नजरअंदाज किया जाता है। विमानों के रखरखाव को लेकर सरकारी नियमों की अनदेखी की जाती है, एयरक्राफ्ट में रबी की रिपोर्ट (फ्लाइट डेटा रिकार्डर द्वारा दर्ज की गई जानकारी) को लागबुक में दर्ज नहीं कराया जाता, इमरजेंसी में इस्तेमाल होने वाले जीवन रक्षक पेटिका भी अपने यथास्थान पर नहीं होती तो कहीं ग्राउंड हैंडलिंग उपकरण जैसे कि बैगेज ट्राली टूटी

● निरीक्षण के दौरान विमानन नियामक ने एयरलाइनों और हवाई अड्डों की खोली पोल

● 12 जून को हुए अहमदाबाद विमान हादसे के बाद डीजीसीए ने चलाया निरीक्षण अभियान

मिलीं। एयरपोर्ट के आसपास काफी निर्माण हो रहे हैं, लेकिन सुरक्षा के लिहाज से एयरपोर्ट प्रशासनों की ओर से सर्वेक्षण नहीं किया गया।

ज्वाइंट डायरेक्टर जनरल के नेतृत्व में दो टीमों ने दिल्ली और मुंबई हवाई अड्डों सहित प्रमुख हवाई अड्डों पर निरीक्षण किया। इस दौरान दर्जनों खामियों का राजफाश डीजीसीए ने किया है। वैसे यह भी अजीब बात है कि डीजीसीए ने उन विमान कंपनियों या हवाई अड्डे के संचालन का प्रबंधन करने वाली कंपनियों के नाम नहीं बताए हैं। साफ तौर पर यह भी नहीं बताया गया है कि किस हवाई अड्डे पर किस तरह की खामियां पाई गई हैं। इससे डीजीसीए की गंभीरता पर भी सवाल उठता है। डीजीसीए ने कहा- 'उड़ान संचालन, एयरवर्दीनेस (उड़ान भरने लायक विमान है या नहीं), रैंप सेफ्टी (हवाई अड्डा का वह क्षेत्र जहां विमान पार्क होता है), एयर ट्रेफिक कंट्रोल, कम्प्यूनिकेशन, नेविगेशन व सर्विलांस सिस्टम

और उड़ाने से पहले की चिकित्सा मूल्यांकन की समीक्षा की गई है। इसमें यह पता चला है कि विमानों में खामियों को दूर करने को लेकर निगरानीतंत्र प्रभावहीन है।' किसी एयरपोर्ट पर यह पाया गया है कि रनवे पर जो एक सीधी लाइन होती है, वह धुंधली पड़ गई है। इसी तरह से एक एयरलाइन की घरेलू उड़ान इसलिए रद्द की गई कि उसके टायर फटे हुए थे। रैंप क्षेत्र में कई वाहनों को बिना स्पीड गवर्नर के पाया गया। विमानों के रखरखाव को लेकर कई तरह की खामियों का भी पता चला है। एक एयरलाइन के बारे में बताया गया है कि उसने जो सिम्युलेटर उपलब्ध कराया है, वह कंपनी के विमान से मैच नहीं करता। इसका साफ्टवेयर भी अपडेटेड नहीं है।

डीजीसीए ने कहा है कि जो भी खामियां मिली हैं, उससे संबंधित कंपनियों को अवगत करा दिया गया है। कंपनियों को कहा गया है कि इन खामियों को सात दिनों के भीतर दूर किया जाए। **संबंधित >> पेज 11**

## एअर इंडिया व एआइ एक्सप्रेस ने पश्चिम एशिया के लिए उड़ानें फिर से कीं शुरू

नई दिल्ली, प्रेस : एअर इंडिया और एअर इंडिया एक्सप्रेस ने मंगलवार को पश्चिम एशिया के लिए अपनी विमान सेवाएं फिर से शुरू कीं। इसमें दुबई और मस्कट के लिए फ्लाइटें शामिल हैं। यह फैसला तब लिया गया जब इस क्षेत्र के देशों ने अपने हवाई मार्गों को फिर से खोलना शुरू किया है। पश्चिम एशिया में बढ़ते तनाव के कारण, विशेषकर ईरान द्वारा कतर में अमेरिकी हवाई अड्डे पर मिसाइलें दागने के बाद कई देशों ने अपने हवाई क्षेत्रों को बंद कर दिया था। इससे भारतीय एयरलाइनों को भी कुछ उड़ानें रद्द करनी पड़ीं तो कुछ के मार्गों में फेरबदल किया गया।

टाटा समूह के स्वामित्व वाली एयरलाइनों ने अब दुबई और मस्कट के लिए उड़ानें फिर से शुरू की हैं। एअर इंडिया ने बताया कि वह दिल्ली-दुबई उड़ान का संचालन कर रही है जबकि एअर इंडिया एक्सप्रेस दिल्ली-मस्कट सेवा का संचालन कर रही है। एअर इंडिया ने कहा कि पश्चिम एशिया के लिए उसकी अधिकांश उड़ानें 25 जून यानी बुधवार से फिर शुरू हो जाएंगी। इसके अलावा, यूरोप के लिए रद्द की गई उड़ानें भी आज से पुनः शुरू की जा रही हैं। अमेरिका और कनाडा के लिए सेवाएं भी जल्द से जल्द फिर से शुरू होंगी। एयरलाइन ने कहा कि कुछ उड़ानों में देरी या रद्दीकरण हो सकता है, लेकिन हम बाधाओं को कम करने और अपने शेड्यूल की बहाली के लिए प्रतिबद्ध हैं।

एअर इंडिया एक्सप्रेस ने भी मंगलवार से मध्य पूर्व के लिए अपनी सेवाएं पुनः आरंभ की हैं, जिसमें मस्कट, रियाद

एअर इंडिया ने दिल्ली-दुबई और एआइ एक्सप्रेस ने दिल्ली-मस्कट की फ्लाइटें आरंभ कीं

पश्चिम एशिया में हवाई क्षेत्र खुलने के साथ अधिकांश उड़ानें आज से फिर शुरू हो जाएंगी



### कवि गोपालदास नीरज का परिवार जार्जिया में फंसा

जास, अमरा : ईरान-इजरायल युद्ध से खाड़ी देशों में हलचल है। उड़ानें रद्द हो जाने से हजारों यात्री फंसे हुए हैं। प्रख्यात कवि गोपालदास नीरज का परिवार भी जार्जिया में फंसा है। नीरज के बेटे शशांक प्रभाकर नीरज अपने बंजीनियर बेटे असीम शिखर और एम्बीबीएस छात्रा बेटा विदुषी के साथ 16 जून को जार्जिया घूमने गए थे। इसी बीच ईरान ने अमेरिकी सैन्य ठिकानों पर हमले कर दिए। इससे हवाई क्षेत्र बंद होने से उनकी वापसी रुक गई।

और जेद्दा के लिए उड़ानें शामिल हैं। यह एयरलाइन प्रति सप्ताह लगभग 900 उड़ानें संचालित करती है। हालांकि, ईरान के ऊपर हवाई क्षेत्र प्रतिबंधित रहने के कारण कुछ उड़ानें वैकल्पिक मार्ग ले सकती हैं, जिससे यात्रा का समय बढ़ सकता है।

### ईरान-इजरायल से 3100 भारतीय निकाले गए

नई दिल्ली, प्रेस : भारत ने ईरान व इजरायल से मंगलवार को अपने 1,100 से अधिक नागरिकों को निकाला। इसी के साथ भारतीयों को इन दोनों देशों से सुरक्षित निकालने के लिए शुरू किए गए आपरेशन सिंधु के तहत अब तक 3,170 लोगों को सुरक्षित वापस लाया गया है। यह जानकारी विदेश मंत्रालय ने दी। भारतीय वायुसेना के सी-17 का उपयोग करते हुए 400 से अधिक लोगों को इजरायल से वापस लाया गया। इन्हें सड़क मार्ग से पहले इजरायल से जार्डन व मिस्र ले जाया गया था। विदेश मंत्रालय के अनुसार, मंगलवार को दो विशेष उड़ानों के जरिये 573 भारतीयों, तीन श्रीलंकाई व दो नेपाली नागरिकों को ईरान से निकाला गया। इसके साथ ही भारत अब तक फारस की खाड़ी के इस देश से 2,576 भारतीयों को वापस ला चुका है।

पहले जल्थे में 161 भारतीय सड़क मार्ग से इजरायल से जार्डन पहुंचे और मंगलवार को सुबह 8.20 बजे अम्मान से विशेष विमान से उन्हें दिल्ली लाया गया। इस समूह का स्वागत विदेश राज्य मंत्री पाबित्रा मार्गरेटा ने हवाई अड्डे पर किया। इजरायल से जार्डन के रास्ते 165 भारतीयों के दूसरे समूह को अम्मान से सी-17 विमान से दिल्ली वापस लाया गया। इस बीच, ईरान स्थित भारतीय दूतावास ने कहा है कि वह ईरान व इजरायल से लोगों को स्वदेश लाने के अभियान को अब रोक रहा है, क्योंकि अब युद्ध विराम हो गया है।



# Corporate Communications Directorate

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THE ECONOMIC TIMES

DELHI

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## PIL Wants Air India's Boeing Jets Grounded Until Checks

Our Political Bureau

**New Delhi:** A Public Interest Petition (PIL) has been filed in the Supreme Court seeking urgent directions for suspension of operations of all Boeing aircraft operated by Air India until a safety audit is carried out.

The plea has been moved in the wake of the recent crash of an Air India Boeing aircraft operating on the Ahmedabad-London route which killed 241 passengers and crew members onboard and 29 persons on the ground.

The petitioner, Advocate Ajay Bansal, has urged the top court to ensure passenger safety and statutory compliance with respect to Air India's operations. The plea states that Bansal and his wife travelled on Air India flight AI 127 from Delhi to Chicago on May 20. They were seated in the Business Class but found the seats non-functional, the in-flight entertainment system inoperative and the air-conditioning not working until cruising altitude.



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## Turbulence Eases, Now, Steady the Jets

Israel-Iran truce lowers strain on Indian carriers

Cessation of hostilities — fingers crossed — between Israel and Iran is a welcome development for Indian airlines that have been facing major flight disruptions on the West Asia route. Pakistani airspace has been shut to Indian commercial aircraft since May, and the escalating conflict in West Asia was forcing elaborate detours from regular flight paths to Europe and the US. Flight diversions and cancellations add to operational costs and hinder market share gains for airlines. Safety remains another area of concern after the AI-171 disaster. A spate of technical glitches on other Air India flights has also resulted in diversions. Indian airlines now face higher insurance premiums as rates harden amid major fleet acquisition plans and operational expansion.

The West Asian crisis poses deep and multifaceted challenges for India's airlines. It is among the most lucrative



international segments, helping keep a lid on domestic airfares. Aviation hubs in the region serve as critical gateways for passengers travelling to Europe and the US. Surging oil prices due to geopolitical tensions further squeeze airline margins. A resolution

of the crisis allows airlines to focus on structural issues such as capacity building, fleet modernisation and safety improvements — factors that will determine their long-term competitiveness against global rivals. Foreign airlines are seeking expanded bilateral agreements, even as Indian carriers await delivery of new aircraft. This asymmetry may not favour Indian airlines aiming to capture outbound traffic, and eventually establish India as a regional aviation hub.

With Russian and Ukrainian airspace closed due to the ongoing conflict, the West Asian corridor has become vital for international aviation. Closure of this pathway was squeezing airlines into narrow, congested alternate routes. Additional risk of flying near war zones compounds concerns around safety and scheduling. De-escalation offers breathing space. Indian aviation must use it wisely to cover lost ground.



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## Chandra Enters Cockpit to Steady the Turbulence at AI

CEO Campbell Wilson working alongside on long-term systems, regulatory coordination

Kala Vijayraghavan & Arindam Majumder

**Mumbai | New Delhi:** Tata Group chairman N Chandrasekaran has stepped in to manage the day-to-day operations at Air India following the recent air crash—one of the most significant crises the Tata Group has faced. He is currently overseeing critical areas such as sensitive government interactions, safety reviews, flight maintenance, and employee morale, all amid intense public scrutiny.

Air India's expat CEO Campbell Wilson is working alongside the chairman on long-term systems and regulatory coordination, sources said. For now, the situation requires quicker decisions, a more hands-on nuanced approach—one that Chandrasekaran, as a Tata veteran, is well-suited to provide.

CEO Campbell Wilson is meeting departmental heads and has under-



taken a total review of the airline's safety operations. "The CEO is also the point person for all interactions with government organisations like the DGCA and AAIB," a person close to the matter said. He is also overseeing the airline's network as it has undergone disruption and is preparing a contingency plan. Wilson was en route to Paris during the Ahmedabad air crash. He rushed to Ahmedabad and spent time with the family of the cabin crew. Tata Sons did not comment.

"Air India is the top priority right now," a group official said, adding that the chairman is now largely operating out of the airline's headquarters. "It needs focused attention and swift, independent decision-making—something only the

group chairman can currently provide." The official also emphasised the importance of unity and a shared commitment to rebuilding trust and restoring pride in Air India.

Chandrasekaran is also finalising the details of a trust to support the families of the crash victims. It remains unclear whether a separate trust will be set up for victims of other nationalities, insiders said.

Group watchers note that Tata chairmen have historically taken direct control during moments of crisis. For instance, J.R.D. Tata led the response to a major fire at Tata Steel in 1989. Similarly, Ratan Tata personally managed the fallout from the Tata Finance financial fraud and the 26/11 terrorist attacks on the Taj Hotels, a former Tata Group director told ET. Chandrasekaran was previously recognised as a crisis manager during his tenure at TCS.

The Tata Group now faces the mammoth task of reviving consumer confidence and boosting employee morale at a time when public criticism is at an all-time high, insiders said.

The Air India Boeing 787 that crashed in Ahmedabad on 12 June claimed the lives of 241 people on board, including 12 crew members, and 33 on the ground. Air India has already announced compensation of ₹ crore each for the families of those who died.

### 'NO US TRANSFER'

### AI Black Box in India, Probe Ongoing: Naidu

**Pune:** The black box of the Air India Boeing 787 Dreamliner plane which crashed on June 12 in Ahmedabad is in India and currently being examined by the Aircraft Accident Investigation Bureau (AAIB), civil aviation minister Kinjarapu Rammohan Naidu said on Tuesday.

"It is very much in India," Naidu said when asked about the status of the black box. He was speaking to reporters on the sidelines of the 7<sup>th</sup> Helicopters and Small Aircraft Summit 2025.

Asked when the government expects to retrieve data from the black box, the minister said, "This is a very technical matter and AAIB will be doing it. I don't want to put any pressure. Let them go through the whole process."

Naidu termed as speculation that the black box of Air India flight AI171 was being sent to the US.

The Air India Dreamliner aircraft crashed seconds after taking off from the Ahmedabad airport, killing 241 on board the aircraft, and 34 on the ground. — **Our Bureau**



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THE ECONOMIC TIMES

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## Gulf Airspace Reopens: Flights Resume Amid Easing Tensions

**Mumbai:** Air India, Air India Express, and IndiGo, along with Gulf carriers like Qatar Airways on Tuesday started resuming flights to the Middle East and Europe following the reopening of key airspaces.

Countries like Qatar, the UAE, Kuwait, and Bahrain had shut their airspaces on Monday amid a sharp escalation in the Israel-Iran conflict with Tehran launching missile strikes at an US military base in Qatar. This triggered major flight disruptions, affecting air traffic across the Gulf, Europe, and North America. The move to restart services comes as geopolitical tensions in the region appear to be de-escalating.

Air India said it would progressively resume services to the Middle East, with most of its operations expected to normalise by June 25. The

airline is also reinstating services to Europe that were cancelled earlier this week.

Flights to the east coast of the US and Canada will resume soon though some may continue to face delays or rerouting. "Air India will continue to avoid airspaces assessed as unsafe at any given time," the airline said in a statement.

Air India Express restarted its Delhi-Muscat service day, with additional flights to Muscat, Riyadh, and Jeddah slated through the day. Flights to the UAE — including Dubai, Abu Dhabi, Sharjah, Al Ain, and Ras Al Khaimah — will resume from Wednesday.

IndiGo said its flights to and from Gulf countries are operating but warned that Iranian airspace remains restricted. — **Our Bureau**



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

24 JUNE 2025

## Flights cancelled as Gulf shuts airspace

**FPJ News Service**

**MUMBAI**

Domestic and international flights were disrupted late on Monday night following the Gulf— Qatar, the UAE and Bahrain — closed airspace after the escalation in the West Asia conflict as Iran hit US air bases in Qatar and Iraq.

An Air India Express flight that took off from Cochin at 6.53 pm was diverted to Muscat after departure. Air India's Doha-bound flight, scheduled for 12.53 am, was cancelled. A Qatar Airways flight expected to land at Cochin at 2.53 am was delayed, which also affected its return. "As a result of the ongoing situation in the Middle East and suspension of Qatar airspace, Air India Express has diverted

our Doha-bound flight from Kochi to Muscat and returned our flight bound from Kannur," the airline said.

Etihad Airways' service from Cochin to Abu Dhabi was impacted, with the aircraft turning back midway.

Cochin International Airport confirmed the disruptions, noting that flight services have been temporarily affected due to the closure of Qatari airspace. Passengers travelling to or from affected destinations have been advised to check with their airlines for updates.

Thiruvananthapuram International Airport also issued an advisory to passengers following the closure of airspace in West Asia.

▶ **Contd on** | nation

## Flights cancelled...

"Due to the closure of airspace in the Middle East, flight operations from Thiruvananthapuram International Airport have been impacted. Passengers are requested to check with their respective airlines on the status of their flights before arriving at the airport," the advisory said.

In a post on X, IndiGo said its flights may experience delays or diversions due to the evolving situation in the region. "These adjustments are being made to ensure operations remain within safe and compliant airspace," it added.

Air India, too, announced it has cancelled all flights flying over West Asia with immediate effect.

Services have been temporarily stopped to European cities and to four US airports — New York, Newark, Chicago and Washington — and to Toronto (Canada). "Amid the developing situation in the Middle East, Air India has ceased all operations to the region as well as to and from the East Coast of North America and Europe with immediate effect, until further notice. Our India-bound flights from North America are diverting back to their respective origins and others are being diverted back to India or re-routed away from the closed airspaces. We request the understanding of all passengers who may be affected by this disruption that's beyond an airline's control. AAI is in consultation with its external security advisers and is vigilantly monitoring the evolving situation. We will keep our passengers updated. The safety and security of our passengers and staff remain our number one priority," a spokesperson said.



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MUMBAI

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LUCKNOW

## **AI cancels 2 more flights till July 15**

Air India suspended two Delhi-Lucknow flights (AI-2460/2461) until July 15 due to "operational issues," likely linked to safety audits post-Ahmedabad incident. Over 13 flights from Lucknow already canceled, causing passenger distress.



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## दुनियाभर में विमान सेवाएं प्रभावित रहीं

नई दिल्ली/न्यूयॉर्क, एजेंसी। ईरान के परमाणु ठिकानों पर अमेरिकी हमले के बाद दुनियाभर में विमान सेवा प्रभावित रही। एयर ट्रेकिंग डाटा के अनुसार संघर्ष के कारण सोमवार दोपहर तक दुनियाभर 705 विमान सेवा रद्द हुई। वहीं दुबई एयरपोर्ट से सर्वाधिक 75 विमान सेवा रद्द रहीं। एयर इंडिया ने 35 विमान सेवा को रद्द किया।

वहीं, दिल्ली के आईजीआई से मंगलवार को कुल 48 उड़ानें रद्द कर दी गईं। इस वजह से यात्रियों को परेशानी का सामना करना पड़ा। वहीं, दोनों देशों में संघर्ष विराम के बाद भारत समेत कई एयरलाइंस ने विमान परिचालन शुरू कर दिया।



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## दिल्ली से पटना आ रही फ्लाइट टर्बुलेंस में फंसी



बिहार

पटना, मुख्य संवाददाता। दिल्ली से पटना आ रही एयर इंडिया की फ्लाइट संख्या ए आई 0407 मंगलवार को टर्बुलेंस में फंसी गई, जिससे फ्लाइट में सवार यात्रियों को तेज झटका लगना शुरू हो गया। इससे यात्री सहम गए।

पांच सेकंड तक विमान में सवार यात्रियों ने हवा में झटके को महसूस किया। इस दौरान फ्लाइट में कुछ महिलाएं और बच्चे चीखने लगे। जिस समय यह घटना हुई उस यात्रियों को एयर होस्टेस की ओर से जलपान दिया जा रहा था।

टर्बुलेंस की वजह से कई यात्रियों की सीट के सामने से जलपान बिखर गया। कई यात्रियों को सीट पर तेज झटका भी महसूस हुआ। इसके अलावा लगेज बॉक्स के खुलने की वजह से कई लोगों का बैग भी सीट पर गिर गया। हालांकि पायलट ने स्थिति

हवा में एयर इंडिया के विमान में झटके लगने के कारण सहमे यात्री

को संभालते हुए विमान को नियंत्रित कर लिया। फ्लाइट के नियंत्रण में आते ही कू सदस्यों ने भी सभी यात्रियों को शांत कराया। यह फ्लाइट दिल्ली से करीब एक घंटे की देरी से दोपहर 2.40 बजे उड़ान भरी थी। शाम 4.10 बजे पटना एयरपोर्ट पर यह विमान सुरक्षित रूप से उतरा तो यात्रियों ने राहत की सांस ली।

**चार धाम यात्रा में हेलीकॉप्टर उड़ान की सुरक्षा सर्वोपरि :** उत्तराखंड की चार धाम यात्रा में लगातार हो रही हेलीकॉप्टर दुर्घटनाओं के बाद केंद्रीय नागरिक उड्डयन मंत्री के. राम मोहन नायडू ने मंगलवार को कहा कि उड़ान की सुरक्षा सर्वोपरि है और उससे कोई समझौता नहीं किया जाना चाहिए।

# Airspace open but flight disruption to West Asian countries continues

Many foreign carriers continue to be cautious, cancelling, rescheduling, or re-routing many services to avoid regions considered risky; 18 flights from Kochi, eight from Thiruvananthapuram, and 16 from Bengaluru were cancelled

**The Hindu Bureau**  
THIRUVANANTHAPURAM

**T**hough West Asian countries reopened their airspaces on Tuesday morning after a night-long shutdown in anticipation of fresh attacks by Iran on U.S. airbases, the flight services to and from the country, especially to and from Kerala, to various West Asian destinations continued to be impacted by the cascading effect of the disruption of flight services during an entire night.

For instance, Air India Express has been operating around 900 flights to 13 destinations in West Asia with peak traffic at night. Grounding of the entire services at night will have a consequential impact on



A scene at Calicut International Airport on Monday following the cancellation of flights to various Gulf destinations. SAKEER HUSSAIN

other services as these aircraft are redeployed on other routes.

However, Air India Express, the airline that operates the highest number of flights to West Asian destinations from the country, especially from Kerala, said in a statement on Tuesday

that it was gradually “re-summing its operations on the Delhi-Muscat, Mumbai-Muscat, Kozhikode-Muscat, Kozhikode-Riyadh, and Jaipur-Jeddah routes”. It has scheduled flights to and from key cities in the UAE, including Dubai, Abu Dhabi, Sharjah, Al Ain, and Ras

Al Khaimah, as well as other cities in the West Asian region on Wednesday.

## Heavy congestion

Although airspaces were reopened, many foreign carriers continued to be cautious, cancelling, rescheduling, or re-routing many services to avoid areas considered risky. Eighteen flights from Kochi were cancelled on Monday night, while eight flights to West Asia from Thiruvananthapuram were cancelled.

Though the easing of airspace restrictions brought a temporary relief to the passengers, it caused a sharp rise in airfares to India. On Tuesday night, airfares from UAE to Kochi were in the range of ₹80,397- ₹1.13 lakh. Similarly, the fares are

in the range of ₹55,000- ₹90,000 lakh on the UAE-Kerala route on Wednesday. “It’s not predatory pricing. Seats are fewer, but demand is high, which drives the fares up,” said airline sources.

## 16 flights cancelled

Due to the closure of certain airspaces in West Asia, several flights have been cancelled from the Kempegowda International Airport (KIA) in Bengaluru.

The cancelled flights include six arrivals and 10 departures. Some of these flights were scheduled to arrive and depart on July 23 and 24.

In addition to the cancellations, five international flights were diverted to Bengaluru.

(With Bengaluru inputs)



# Corporate Communications Directorate

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## Order surprise audits of all flights, petitioner urges SC

A petition filed in the Supreme Court on Tuesday alleged "systemic failures" in maintenance, functionality and passenger services on Air India flights while highlighting the tragic Ahmedabad crash. The plea filed by advocate Ajay Bansal wanted the court to order the Directorate General of Civil Aviation (DGCA) to conduct surprise audits of the entire fleet of Air India and other airlines operating in India, and make public its findings, corrective measures and penalties imposed. The petition sought a suspension of the operation of Air India's Boeing fleet in order to hold a safety audit within two weeks. The plea pointed to the Ahmedabad crash and reports of maintenance backlogs.

# In aftermath of air crash, public anger focused on public targets

Anjali Bhargava



A phrase in Shakespeare's Henry IV, "Uneasy lies the head that wears the crown" sums up the position Tata Sons chairman Natrajan Chandrasekaran and Air India CEO Campbell Wilson find themselves in as the initial shock of the Air India crash dies down. An outpouring of public grief and anger in the absence of clarity on what led to the crash and a clear culprit to vilify has fairly or unfairly been directed at those in the eye of the storm.

Public apologies from both have by and large fallen on deaf ears and scrutiny of the actions of the Tata and Air India management have been relentless and unforgiving including comparisons with how a JRD Tata or Ratan Tata would have handled a crisis of this nature. A letter sent by former Indian Airlines captain and an industry veteran Shakti Lumba castigating the absence



PICK OF THE DAY

of the Tata chairman at the funeral of the captain of the flight in question went viral. A public apology issued by Air India CEO Campbell Wilson was alleged to have been plagiarised from a similar one tendered a few months earlier by the CEO of American Airlines in the wake of an air collision.

While the above might constitute the trivial or relatively inconsequential, more substantive issues have been raised by sections of the industry including those manning similar posts in rival airlines. It has been impossible for those in the sector to keep themselves at a distance and not place themselves in the shoes of those directly involved or being held accountable for the tragedy.

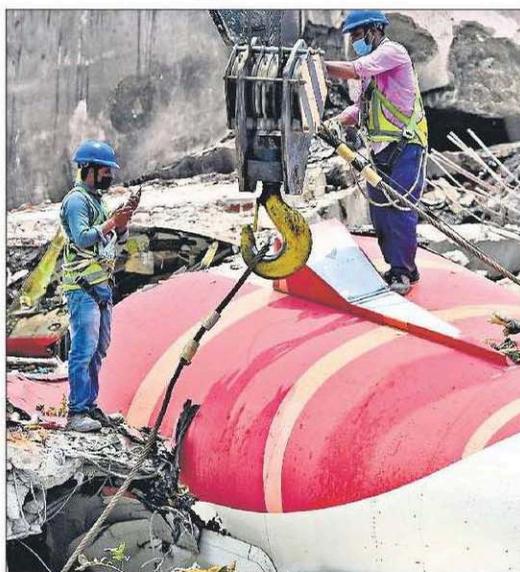
One of the biggest and most glaring questions being asked is whether someone with as many hats to wear and juggle as the Tata chairman should, in addition to all his present responsibilities, also be chairing the airline, a decision Chandra appears

to have taken against the counsel of some of his advisors at the time of takeover.

While comparisons in hindsight cannot change the course of events, industry experts and IndiGo insiders point to the past chairman of their airline: MD Mallaya, former head of Bank of Baroda, former SEBI chairman M Damodaran, technocrat Venkataramani Sumantran and with the latest chairman Vikram S Mehta, former chairman of Shell in charge, to make the point that all the past chairmen have been those who have ended their past active assignments and in a position to give their sole attention to the airline and its affairs, in sharp contrast to Chandra, who is willy-nilly pulled in many directions. Jet Airways too was chaired by founder Naresh Goyal, who kept his eye and attention almost solely on his business from inception till closure.

With an airline of the size and complexity of Air India with the mergers and a mountain of legacy issues, many argue that his chairing the board might not have been and even now may not be the best course of action, one that Singapore Airlines representatives too seem to have accepted as fait accompli. This is a matter that might come up for discussion in the aftermath of this tragedy or at least should, as one former aviation minister pointed out to me.

A second question which has been raised before is on the competence and abilities of the airline CEO Campbell Wilson, who was the Tata's fallback option after the first candidate selected from Turkish Airlines failed to get security clearance. With his prior experience as CEO of Scoot, Singapore Airline's low cost subsidiary which started operations in 2012 and has a fleet of 55-odd aircraft now, Campbell, many argued, had neither the requisite experience nor the bandwidth to handle an airline with over 200 aircraft while navigating the Indian aviation landscape, even if he had the best intention. The magnitude and scale of the transformation was and is beyond him, many airline insiders main-



The wreckage of the aircraft being lifted by a crane from the roof of BJ Medical College mess building.

HT PHOTO

tain even today.

A top management source pointed out that Campbell himself has primarily been in charge of a subsidiary of a "bigger mother" in a cultural environment where authority is easy to enforce.

He said that the magnitude, complexity and environment here in India would be a challenge even for someone who had dealt with complex mergers in the past, let alone someone who has never had this kind of experience. "From a structured thinking and environment where your calendar is fixed six months in the future to be air dropped into the chaos of the Indian aviation working environment, the transition itself is not easy", he argued.

Another matter that has been raised as a red flag is the "foreign element" that began to infiltrate the airline after Campbell took charge. According to Air India sources, there has been a steady trickle of expats joining the airline across functions including some of the spouses of the expats being given roles as consultants, leading to even more heartburn. In an earlier interview, the CEO had told this writer that his

moves so far here have been to recruit Indians for most roles. "The only exception so far was in the area of safety and security where I felt that bringing in international best practice from a major global airline was required," he had said after he brought in Henry Donohoe as head of safety for the carrier in November 2022. In light of current circumstances, critics argue his words ring hollow. Given the substantial investment in foreign expertise, industry observers are now questioning whether the promised transformation in safety standards has materialised, particularly given Donohoe has had a tenure of over two years.

In a previous response to queries on the replacement of experienced Indian staff with foreigners, the airline spokesperson had said that foreign nationals working as part of the Air India team form less than 4% of the total senior management team and less than 1% of the total employee base of the organisation" and that these "resources are playing a crucial role in the transformation journey".

But if Campbell faces the charges of introducing a foreign

element, the Tatas face the more serious charge of having "Tata-ised" (read: bureaucratised) the airline by systematically weeding out specialised experience in the name of getting rid of "legacy" staffers (read: everyone over 50 years) and replacing them with Tata trusted aides, with little or no experience in the aviation field. A letter by a whistleblower that has been doing the rounds on social media names four "key mistakes" in hiring, which include the airline's CCO, CFO, CHRO and the chief customer officer, and raises concerns on mismanagement of the airline. Over the last couple of years, many staffers have also complained about the over digitisation and the vanishing of the human element, saying that the airline is run like one gigantic app.

The fact that many top positions are filled by non-aviation experts at their closest rival has been a matter of great debate and intrigue even in IndiGo management circles, who have more than once expressed their amazement at this development. As one of them said in a lighter vein to this writer: "it makes us wonder if we have got it all wrong somehow", as he keenly observed the Air India hires over the last couple of years. This is a concern repeatedly raised by experts and expressed many times by this columnist too in the pages of this newspaper.

But perhaps the most alarming — even if it comes from a so-called disgruntled set — is the assertion that this writer heard more than once in the week following the crash from former directors and commanders of the airline: that things had gone so awry that underlying issues needed urgent attention, given that aviation incidents typically stem from accumulated operational weaknesses rather than isolated events.

Will Campbell Wilson's proud proclamation that the airline now has a young team with an average age of 35 years in fact end up being its biggest Achilles heel? Only time will tell.

Anjali Bhargava writes about governance, infrastructure and the social sector



## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

25 JUNE 2025

# Unit for choppers set up under DGCA

### Dheeraj Bengrut

letters@hindustantimes.com

**PUNE:** Civil aviation minister Rammohan K Naidu on Tuesday announced that there will be a dedicated Helicopter directorate under the Directorate General of Civil Aviation (DGCA), establishing single-window regulatory oversight for the country's rotary-wing aviation sector.

Naidu made the announcement during his keynote address at the 7th Helicopter and Small Aircraft Summit, citing the need to address helicopter-specific safety and certification issues while assisting operators with procedural requirements.

The move comes after a series of helicopter accidents during this year's Char Dham Yatra, including the June 15 crash of an Aryan Aviation helicopter returning from Kedarnath that killed all seven persons on board.

"There should be no compromise on the safety aspect," Naidu said, emphasising the operational challenges posed by sudden weather changes in hilly terrain. "Safety of the pilgrims must remain our top priority—there can be no shortcuts, no room for communication errors and no margin for poor decision-making."

The minister highlighted ongoing efforts to enhance surveillance and air traffic control

systems for challenging routes, particularly in Uttarakhand.

"Since it is a hilly area, air traffic management is challenging as there is no signal there. We are looking for innovative solutions," he said.

Naidu also announced the formal award of new helicopter routes under the government's Ude Desh Ka Aam Nagrik (UDAN) scheme across several states, aimed at strengthening regional air connectivity across states.

The Centre has simultaneously launched digital initiatives including the Heli Sewa Portal, which streamlines operations through digitised route approvals and slot allocations, enhancing transparency and

efficiency.

The new directorate represents the first institutional support mechanism specifically designed for rotary-wing aviation in India.

Naidu stressed on the unique role helicopters and small aircraft play in a country like India, where terrain and infrastructure constraints make conventional airports difficult to establish in certain regions with difficult terrain.

"India is such a vast country with different terrains and challenges. To connect every corner, we need different ecosystems. Helicopters help us reach areas where it is difficult to build airports," Naidu explained.



## Corporate Communications Directorate

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THE HINDUSTAN TIMES

DELHI

25 JUNE 2025

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# New paradigm in India-Canada ties

**T**he commemoration of the bombing of Air India flight 182 jointly by India, Canada and Ireland for the first time on the 40th anniversary of the tragedy that claimed 329 lives is an important moment in recognising the international character of terrorism, and the need for a global response to the problem. It is significant that India sent a delegation to the event in Ireland led by Union minister Hardeep Puri, who emphasised the need for deeper cooperation with Canada to counter extremism and terrorism.

Over the past four decades, Canada largely treated what was the worst act of aviation terrorism till the 9/11 attacks in the US as an incident to be mourned by India, though a majority of the fliers were Canadian citizens of Indian-origin. Most of those involved in the carnage got away because of a botched investigation by Canadian authorities. The recent past has made Canada reckon with the downing of Air India flight 182 as a tragic moment and a violent act against its own citizens, and thereby, its sovereignty. That is a powerful foundation that can be used by Ottawa during its ongoing reset of its relations with New Delhi, with a beginning having been made through the recent meeting of prime ministers of the two countries. While India and Canada must surely focus on trade, investment, supply chains and technology to give a boost to bilateral relations taken to a low point by the row over the killing of a Khalistani activist, there must be a substantive dialogue on security issues of concern to both sides, including the threat posed by cross-border, ideology-driven terrorism.



## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

24 JUNE 2025

# Airlines weigh options, AI suspends ops over W Asia

### Agencies

letters@hindustantimes.com

**DUBAI/NEW DELHI:** Airlines were on fresh alert late on Monday after Qatar, Bahrain and Kuwait closed their countries' airspace temporarily as Iran attacked the Al Udeid US military base in Doha, the latest upheaval to air travel.

United Arab Emirates airspace was also closed based on flight paths and air traffic control audio, according to a post on X by the air traffic tracking website Flightradar24 on Monday. Dubai Airports did not comment and referred Reuters to the Dubai government media office.

Air India (AI) said in a statement that it has ceased all operations to the region as well as to and from the East Coast of North America and Europe with immediate effect, until further notice. "Our India-bound flights from North America are diverting back to their respective origins and others are being diverted back to India or re-routed away from the closed airspaces," the airline said.

Flightradar24 showed virtually no air traffic in the Gulf and over Qatar and Bahrain about 1735 GMT in what earlier in the

## AI Express diverts 2 Doha-bound flights following airspace closure

**NEW DELHI:** Air India Express on Monday diverted two Doha-bound flights due to the closure of Qatar airspace. "As a result of the ongoing situation in the Middle East and suspension of Qatar airspace, Air India Express has diverted our Doha-bound flight from Kochi to Muscat and returned our flight bound

from Kannur," the airline said in a statement.

In a post on X, IndiGo said some of its flights may experience delays or diversions due to the evolving situation in the Middle East.

"These adjustments are being made to ensure operations remain within safe and compliant airspace," it added. **AGENCIES**

day had been a busy space filled with commercial flights.

Cancellations in recent days to typically resilient aviation hubs such as Dubai, the world's busiest international airport, and Qatar's Doha by international carriers reflect escalating aviation industry concerns about the region.

Carriers had been likely avoiding airports in UAE and Qatar and, to a lesser extent, Kuwait, Bahrain and Saudi Arabia, due to concerns that Iran or its proxies will target drone or missile attacks on US military bases in these countries, aviation risk consultancy Osprey

Flight Solutions said.

The conflict has already cut off major flight routes, with the usually busy airspace stretching from Iran and Iraq to the Mediterranean largely void of commercial air traffic since Israel began strikes on Iran on June 13. Airlines have been diverting, cancelling and delaying flights through the region due to airspace closures and safety concerns. Kuwait Airways suspended on Monday its flight departures from the country.

Three Air India flights headed to Doha were diverted to other airports due to the airspace closing.



# Corporate Communications Directorate

THE HINDU

CHENNAI

24 JUNE 2025



## IndiGo employee accuses his seniors of caste-based abuse

A 35-year-old IndiGo airlines employee has accused his three seniors of caste-based abuse at workplace. A first information report has been registered under the Scheduled Castes and Scheduled Tribes (Prevention of Atrocities) Act, and sections of the Bharatiya Nyaya Sanhita at a police station in Gurugram. The airline, however, denied the allegations as “baseless claims”. The complainant, a resident of Bengaluru, has alleged that he was called for a meeting in Gurugram’s Sector 24 on April 28, during which the seniors subjected him to “caste-based verbal abuse, discrimination, and threats intended to humiliate and degrade” him for his caste.



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

25 JUNE 2025

## As airspaces in West Asia gradually reopen, Indian airlines resume flights

**SUKALP SHARMA**  
NEW DELHI, JUNE 24

WITH AIRSPACES of West Asian countries progressively reopening on Tuesday amid clear signs of de-escalation in the Israel-Iran conflict, Indian airlines — Air India, Air India Express and IndiGo — announced a gradual resumption of their flights to the region and beyond.

Soon after the airspace closures late Monday, Air India announced suspension of all its operations to the region as well as to and from Europe and the east coast of North America with immediate effect until further notice, considering that flying there would entail overflying West Asia.

Air India is presently the only Indian airline that flies to Europe and North America. Other Indian airlines like IndiGo and SpiceJet had cautioned flyers that some of their flights in the region could see delays or diversions, while Air India Express suspended its flights between India and West Asia.

Following Monday evening's missile attack by Iran targeting a US military base in Qatar, various Gulf states including Qatar, the UAE, Bahrain, and Kuwait had closed their airspaces. This had led to numerous flights headed



**MEANWHILE:** India on Tuesday evacuated over 1,100 citizens from Iran and Israel, taking the number of evacuees under Operation Sindhu to 3,170. *PTI*

for key hub airports like Doha, Dubai and Abu Dhabi diverting to other airports, with a few returning to their origin airports. A number of flights were also cancelled.

"As airspaces gradually reopen in certain parts of the Middle East, Air India will progressively resume flights to the region starting today, with most operations to and from the Middle East resuming from 25 June. Flights to and from Europe, previously cancelled, are also being progressively reinstated from today, while services to and from the East Coast of the US and Canada will resume at the earliest opportunity," an Air India spokesperson said Tuesday.

In a travel advisory issued Tuesday, IndiGo said: "... we are prudently and progressively resuming operations on the se routes. We... are fully considering the safest available flight paths..."

Air India Express said it was resuming operations to and from West Asia from Tuesday, with the Delhi-Muscat route, followed by services on the Mumbai-Muscat, Kozhikode-Muscat, Kozhikode-Riyadh, and Jaipur-Jeddah routes. "Air India Express flights to and from key cities in UAE — including Dubai, Abu Dhabi, Sharjah, Al Ain, and Ras Al Khaimah — as well as other cities in Middle East, are scheduled from tomorrow," a spokesperson said.



# Corporate Communications Directorate

JANSATTA

DELHI

25 JUNE 2025

## एअर इंडिया के विमानों की सुरक्षा जांच के लिए जनहित याचिका

जनसत्ता ब्यूरो  
नई दिल्ली, 24 जून।

एअर इंडिया के सभी बोइंग विमानों की उड़ान कुछ समय तक स्थगित रखने की मांग करते हुए सुप्रीम कोर्ट में एक जनहित याचिका दाखिल की गई है। याचिकाकर्ता ने इन विमानों को उड़ान की अनुमति देने से पहले उचित सुरक्षा आडिट की मांग की है। याचिका में हाल ही में अहमदाबाद में हुए भीषण विमान हादसे का हवाला दिया गया है।

12 जून को अहमदाबाद से लंदन जा रहा एअर इंडिया का बोइंग विमान उड़ान भरने के कुछ ही देर बाद गिर गया था। इससे विमान में

बैठे 241 लोगों की मृत्यु हो गई थी। जिस जगह पर विमान गिरा, वहां भी 29 लोग मारे गए। याचिकाकर्ता वकील अजय बंसल ने दावा किया है कि एअर इंडिया सुरक्षा नियमों का पालन किए बिना अपनी सेवाओं का परिचालन कर रहा है।

याचिकाकर्ता ने कहा है कि उड़ान से पहले 13 स्पॉट चेक की व्यवस्था है। नागरिक उड्डयन निदेशालय की एक रपट कहती है कि एअर इंडिया में इसका सही तरीके से पालन नहीं हो रहा। टाटा ग्रुप एअर इंडिया का 2022 में अधिग्रहण कर चुका है, लेकिन स्थिति में बदलाव नहीं हुआ है। याचिकाकर्ता ने अपने एक निजी अनुभव का भी उल्लेख किया है।

LOKSATYA

DELHI

25 JUNE 2025

## डीजीसीए की जांच में विमानन तंत्र की खामियां उजागर

नई दिल्ली, लोकसत्य

नागर विमानन महानिदेशालय (डीजीसीए) ने मंगलवार को कहा कि प्रमुख हवाई अड्डों पर की गई निगरानी के दौरान विमानन पारिस्थितिकी तंत्र में कई खामियां सामने आई हैं। नियामक ने बताया कि इनमें कुछ ऐसे मामले भी शामिल हैं, जहां विमानों में पाई गई तकनीकी खामियां दोबारा देखी गईं और रनवे की केंद्र रेखा के निशान धुंधले पाए गए।

अहमदाबाद में 12 जून को एयर इंडिया के विमान के दुर्घटनाग्रस्त होने की पृष्ठभूमि में की गई इस जांच में उड़ान संचालन, उड़ान योग्यता, रैंप सुरक्षा, हवाई यातायात नियंत्रण, संचार, नेविगेशन प्रणाली और उड़ान-पूर्व चिकित्सा मूल्यांकन जैसे महत्वपूर्ण क्षेत्रों को शामिल किया गया था।

नागर विमानन महानिदेशालय ने बयान में विमानन पारिस्थितिकी तंत्र में एयरलाइन कंपनियों या किसी अन्य इकाई का नाम बताए बिना



कहा कि सुधारात्मक कार्रवाई करने के लिए संबंधित पक्षों को सात दिन के भीतर निष्कर्षों के बारे में बता दिया गया। बयान में कहा गया कि निगरानी के दौरान, एक अनुसूचित एयरलाइन की घरेलू उड़ान घिसे हुए टायरों के कारण रुकी हुई पाई गई और आवश्यक सुधार के बाद ही उसे छोड़ा गया। नियामक ने कहा कि ऐसे कई मामले थे, जिनमें पहले पता चल चुकी खामियां विमान में फिर से

दिखाई दीं, जिससे अप्रभावी निगरानी और अपर्याप्त सुधार का संकेत मिलता है। नियामक ने यह भी पाया कि एक सिम्युलेटर विमान की बनावट से मेल नहीं खा रहा था और सॉफ्टवेयर भी वर्तमान संस्करण में 'अपडेट' नहीं किया गया था।

संयुक्त महानिदेशक के नेतृत्व में दो दलों ने दिल्ली और मुंबई हवाई अड्डों सहित प्रमुख हवाई अड्डों पर रात और सुबह के समय निगरानी



की। बयान में कहा गया कि निगरानी के दौरान 'बैगेज ट्रॉली' जैसे उपकरण खराब पाए गए। विमान के रखरखाव के दौरान कार्य आदेश का पालन नहीं किया गया था और अनुपयोगी 'श्रस्ट रिवर्सर' प्रणाली और 'फ्लैप स्लैट लीवर' को लॉक नहीं किया गया था। बयान में कहा गया कि रखरखाव के दौरान, एएमई (विमान रखरखाव इंजीनियर) द्वारा एएमएम (विमान रखरखाव मैनुअल) के अनुसार सुरक्षा सावधानियां नहीं बरती गईं।

डीजीसीए ने पाया कि विमान में कई जीवन रक्षक जैकेट उनकी निर्धारित सीट के नीचे ठीक से नहीं रखे गए थे। कई हवाई अड्डों के आसपास नए निर्माण के बावजूद कोई सर्वेक्षण नहीं किया गया था। हालांकि, इन हवाई अड्डों के नाम का खुलासा नहीं किया गया।

## Air India crash: How is the Indian probe going?

BY SOUMYA GUPTA

India's Aircraft Accident Investigation Bureau is analysing the black box of the crashed AI-171 Dreamliner, but reports suggest one of the devices may be sent abroad to recover crucial evidence. What's going on? *Mint* explains the procedure and international practice.



### 1 What is a black box, why is it important?

Every aircraft is fitted with a "black box", a device that tracks key attributes of a flight. The black boxes mounted on board commercial flights comprise two devices. The first is the flight data recorder, or FDR, which records these attributes or "parameters", including a flight's time and altitude for the total duration of a journey. The second is the cockpit voice recorder, or CVR. It records all sounds made in the cockpit, including what the pilots and the flight crew say, besides sounds made by equipment. The black boxes store their data in memory chips and can withstand extreme heat and water depths.

### 2 How will the black box be investigated?

India's Aircraft Accident Investigation Bureau (AAIB), reporting to the ministry of civil aviation, has started a preliminary investigation of the crash, led by the director general. The AAIB team recovered the flight's first black box set on 13 June, and the other set on 16 June. The AAIB has gathered all evidence, including debris from the crash. Now, it will draft technical reports, piecing together what led to the crash, based on all the evidence, including evidence from the black box. A final report must be accepted by the DG of civil aviation and then made public on the AAIB website.



### 3 What's the controversy around AI-171's black boxes?

Some news outlets reported that India was planning to send the black boxes to the US for further analysis, suggesting that Indian facilities were unable to retrieve all the data from the devices. Civil aviation minister K. Ramnathan Naidu denied the claim. In April, Naidu had inaugurated a brand new "Black Box Lab" in New Delhi, a state-of-the-art facility that cost ₹9 crore.

### 4 Is there a timeline to this investigation?

There is no timeline and minister Naidu told reporters the technical process will take its due course. The AAIB is yet to decide where the black boxes should be taken for data retrieval, the civil aviation ministry said last week. However, a high-level committee under the home secretary has promised to produce a report in three months, recommending long-term reforms to improve aviation safety in India. The Aircraft (Investigation of Accidents and Incidents) Rules, 2017 say a final report should be submitted to all concerned parties.

### 5 Is this in line with international norms?

Not exactly. The International Civil Aviation Organization (ICAO) says a preliminary report should be submitted to it within 30 days of a crash. AAIB rules have no such deadline. India is an ICAO signatory. Aviation safety expert Amit Singh said international rules mandate an independent chief investigator or judicial inquiry for a serious air accident. Instead, the Centre has appointed a high-level panel. Final air crash reports are tabled and made public as per ICAO standards in Annex 13, but experts say Indian authorities often breach them.



# Corporate Communications Directorate

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MINT

DELHI

25 JUNE 2025

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Air India is facing intense scrutiny after a plane crash killed 271 people. REUTERS

## DGCA cancels AI's regulatory audit

India's aviation safety watchdog has cancelled its planned visit to Air India headquarters on Tuesday for an annual regulatory audit, two people with direct knowledge said.

Air India late on Monday ceased all its operations to the Middle East, Europe and the East Coast of North America until further notice due to Israel-Iran tensions. One of the sources said that was a key reason for cancelling the audit as the airline was occupied with tackling the crisis.

Ten officials from the Directorate General of Civil Aviation (DGCA) were to visit Air India headquarters near New Delhi on Tuesday for an annual audit, just as the airline is facing intense scrutiny after a plane crash killed 271 people.

Air India and the DGCA did not respond to Reuters' request for comment. REUTERS



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JUNE 2025

## AMID RISING TENSIONS

### Indian airlines suspend flights to Middle East

MPOST BUREAU

NEW DELHI: Indian airlines have suspended several flights to the Middle East following the closure of key airspaces in the region, causing widespread disruption for passengers and triggering financial strain for multiple carriers.

Air India announced a halt on its services to the Middle East, Europe, and five destinations in the US and Canada. "Amid the developing situation in the Middle East, Air India has ceased all operations to the region as well as to and from the East Coast of North America and Europe with immediate effect until further notice," the airline said in a statement. It added that several North America-bound flights have been rerouted or turned back.

Air India Express, which serves more than 15 cities in the Middle East, also issued a statement confirming a temporary suspension



**“ IN VIEW OF THE EVOLVING SITUATION AND THE CLOSURE OF CERTAIN AIRSPACES IN THE MIDDLE EAST, AIR INDIA EXPRESS HAS TEMPORARILY SUSPENDED FLIGHTS TO THE REGION ”**

of its operations. "In view of the evolving situation and the closure of certain airspaces in the Middle East, Air India Express has temporarily suspended flights to the region," the carrier said.

IndiGo, another major Indian airline, confirmed on Tuesday that it was cautiously **Continued on P4**

### Indian airlines

restarting flights as conditions allowed. "We continue to monitor the situation closely and are

fully considering the safest available flight paths to ensure secure and seamless travel," the airline said on X. The disruptions have affected international travel routes, particularly those transiting through major Middle Eastern hubs such as Dubai and Doha. Qatar Airways and several other international carriers are also facing constraints due to the restricted air corridors.

An official at Delhi airport confirmed that at least 20 outbound flights and 28 arrivals were cancelled since Monday night. Among the affected airlines are Air India, IndiGo, Spicejet, and Akasa Air.

Spicejet and Akasa Air both noted on X that their operations could experience delays or cancellations as a result of the regional situation. The airspace closures followed missile attacks launched by Iran targeting US military facilities in Qatar, prompting several Gulf nations to shut down portions of their airspace.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JUNE 2025

## Domestic air travel rises 1.89% to 140.56 lakh in May: DGCA

**MUMBAI:** India's domestic air passenger traffic increased 1.89 per cent to 140.56 lakh in May compared to that of the same month last year, according to the Directorate General of Civil Aviation (DGCA).

DGCA's monthly data showed the number of domestic passengers flown by the Indian airline in May 2024 was 137.96 lakh.

In the previous month, IndiGo flew a total of 93.09 lakh passengers with a market share of 64 per cent, followed by the Air India Group, which recorded 37.22 lakh passengers, grabbing a market share of 26.5 per cent market share.

The two other major carriers Akasa Air and SpiceJet flew 7.48 lakh and 3.40 lakh passengers, respectively, during the month under review.

Akasa's market share stood at 5.3 per cent while SpiceJet's share in the total domestic passenger traffic was 2.4 per cent, as per the data.

In terms of scheduled integrity, IndiGo delivered the highest on-time performance at 84 per cent in May followed by Air India, which clocked 79.7 per cent OTP from six key airports, as per data.

The six airports are Delhi, Mumbai, Bengaluru, Hyderabad, Chennai and Kolkata.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

25 JUNE 2025

## Airlines resume flight ops in West Asia, Europe

S LALITHA @NewDelhi

WITH the situation in the Middle East easing the tense atmosphere on Monday and Qatar opening its airspace, airlines operating to and from India have announced a gradual resumption of operations beginning Tuesday.

Major airlines had announced a shutdown late on Monday, and a few had said that flights could take longer routes than scheduled.

Air India Express, the most prominent Indian player in the Gulf space, operates 900 flights every week between cities in India and 13 destinations in the Middle East.

In a release, the airline said, "Air India Express is progressively resuming its operations to the Middle East from today, June 24, as airspaces in the region reopen. Our first flight to the region today will be on the Delhi-Muscat route, followed by services on the Mumbai-Muscat, Kozhikode-Muscat, Kozhikode-Riyadh, and Jaipur-Jeddah routes."

Air India Express flights to and from key cities in the UAE — including Dubai, Abu Dhabi, Sharjah, Al Ain, and Ras Al Khaimah — as well as other cities in the Middle East, are scheduled from Wednesday (June 25), it added.

Air India said it would

### India, Pak extend airspace closure by a month

India and Pakistan have closed their airspace for each other until July 24. The airspace closure period was set to expire on June 24 morning. An official from the Civil Aviation Ministry told this reporter, "India has also decided to close its airspace for Pakistan until July 24 (5.29 am). The decision was taken on Monday night. We have not issued any official statement as of now."



resume operations in the cancelled sector in the US and Canada in the near future while other routes were being opened up. A spokesperson said, "As airspaces gradually reopen in certain parts of the Middle East, Air India will progressively resume flights to the region starting today, with most operations to and from the Middle East resuming from June 25. Flights to and from Europe, previously cancelled, are also being progressively reinstated from today (Tuesday),

while services to and from the East Coast of the US and Canada will resume at the earliest opportunity."

The statement added, "Some flights may experience delays or cancellations due to consequential impacts and extended re-routings/flight times, but we are committed to minimising disruptions and restoring our schedule integrity."

It also said that the airline would avoid airspaces assessed as unsafe at any given time. "The safety and security of

our passengers, staff, and aircraft remain our top priority," it added.

SpiceJet connects different cities in India with Dubai alone. It operates 12 flights daily from Delhi, Mumbai, Ahmedabad, Pune, Amritsar, Kochi, Madurai, Jaipur and Kozhikode. A spokesperson said, "We have resumed operations on all our routes from Tuesday. We had to cancel some routes last evening alone."

Indigo said, "The flight operations into, out of, and through the Gulf countries have stabilised and are operating as scheduled. However, as airspace over Iran remains restricted, some flights may take alternate routes, which could result in longer travel times. We recommend keeping a close watch on your flight status for the latest updates."

Qatar Airways said, "We are in the process of restoring our global network of more than 170 destinations and are assisting all affected passengers with rebooking and support as quickly as possible."

Emirates, which routed its flights via Dubai on Monday, said it would continue to operate flights as scheduled using flight paths well distanced from conflict areas. "Some flights may incur delays due to longer re-routings or airspace congestion," it added.

# घिसे टायर के साथ उड़ान भर रहे प्लेन!

## DGCA के सेफ्टी ऑडिट में सनसनीखेज खुलासा

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■ नई दिल्ली: देश के सबसे बिजी दिल्ली और मुंबई एयरपोर्ट पर एविएशन रेगुलेटर DGCA ने 20 और 21 जून को सेफ्टी ऑडिट किया। इसमें उसने पाया कि एक शेड्यूल एयरलाइन यात्रियों की जान को दांव पर लगाते हुए घिसे हुए टायरों के साथ फ्लाइट का टेकऑफ़ करा रही थी। इसे तुरंत रोका गया। ऑडिट

टेकऑफ़ और लैंडिंग के दौरान खतरे में जिंदगी

मे कई गंभीर कमियां सामने आई हैं, जो बताती हैं कि देश में यात्रियों की जिंदगियों को खतरे में डालते हुए फ्लाइटों की टेकऑफ़ और लैंडिंग कराई जा रही है। यह कमियां तो 12 जून को अहमदाबाद में एयर इंडिया की फ्लाइट के क्रैश होने के बाद सामने आई हैं।

एक एयरपोर्ट पर रनवे की सेंटर लाइन मार्किंग फीकी पाई गई। इससे रनवे पर लैंड करते वक़्त खासतौर से खराब मौसम के दौरान पायलट गलती कर सकता है। रैपिड एग्जिट टैक्सो-वे की हरी सेंटर लाइन ठीक नहीं था। कई तरह के डेटा तीन साल से अपडेट ही नहीं किए गए थे। एयरपोर्ट के अंदर कई गाड़ियां बिना स्पीड गवर्नर के चलती पाई गईं। ग्राउंड हैंडलिंग में भी कई तरह की कमियां थीं। सामान डोने वाली ट्रॉलियां और दूसरी गाड़ियां खराब मिलीं।



प्लेन कोई और, ट्रेनिंग किसी और की

एक जगह प्लेन उड़ाने के लिए जरूरी सिम्युलेटर ट्रेनिंग में उस एयरक्राफ्ट को उड़ाने और उसकी तमाम कमांड को समझने वाले जिस सिम्युलेटर पर पायलटों को ट्रेनिंग दी जा रही थी अक्सर वह सिम्युलेटर उस एयरक्राफ्ट के कन्फिगरेशन से मेल ही नहीं ख रहा था। ऐसे में पायलटों को यह पता ही नहीं लग पाएगा कि उड़ान के दौरान अगर इमरजेंसी के हालात बनते हैं तो वह उसे कैसे हैंडल करेंगे।

कई जगह इंजिनियर भी नहीं थे मौजूद

एयरक्राफ्ट के मेटिनेंस के दौरान इंजिनियर द्वारा एयरक्राफ्ट मेटिनेंस मैनुअल का पालन नहीं किया जा रहा था। कुछ जगहों पर एयरक्राफ्ट इंजिनियर हवाई जहाजों की खराबी को दूर करने के लिए मौजूद नहीं थे। हवाई जहाज में बताई जाने वाली खराबियों की रिपोर्ट को टेक्निकल लॉग बुक में दर्ज तक नहीं किया गया था।

# Corporate Communications Directorate

THE PIONEER

DELHI

25 JUNE 2025

## DGCA gives 7-day deadline to fix safety flaws

RAJESH KUMAR ■ New Delhi

The Directorate General of Civil Aviation (DGCA) has taken strong exception to several defects at major airports and airlines and directed them to rectify the flaws within seven days. The regulator, however, refrained from disclosing the names of airlines and airports.

From a faded centre line marking of a runway at an airport to non-updation of obstruction limitation data for three years to rapid taxiway flaws and unidirectional lighting issues to ground handling equipment's such as baggage trollies, BFL, were found unserviceable, the DGCA came across multiple defects in the aviation ecosystem.

Two teams led by the Joint Director General, DGCA carried out comprehensive surveillance during night and early morning hours at major airports, including Delhi and Mumbai. The surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communication, navigation and surveillance (CNS) systems and pre-flight medical evaluations. Throughout the surveil-



lance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement.

During the surveillance, domestic flight of a scheduled carrier was found to be held up due to worn tyres and was released only after the required rectification. There were multiple cases wherein the reported defects reappeared many times on aircraft, indicating ineffective monitoring and inadequate rectification.

In a detailed statement about the surveillance findings, DGCA listed multiple cases wherein the reported defects reappeared many times on the aircraft indicating ineffective monitoring and inadequate rectification. "During maintenance, safety precautions found not (to have been) taken by AME (Aircraft Maintenance Engineer) as per AMM

(Aircraft Maintenance Manual); at places, AME was not attending to the snag rectification; defect reports generated by the aircraft system, were not found recorded in the technical logbook," the statement said.

Also, DGCA found that several life vests were not properly secured beneath their designated seats in aircraft and the corrosion-resistant tape on the right-hand side winglet's lower blade was found to be damaged. At an airport, centre line marking of a runway was observed faded and the rapid exit taxiway, green centre light was not unidirectional. The obstruction limitation data was found to have not been updated for last three years and no survey has been performed despite many new constructions around the vicinity of aerodrome, DGCA said.

However, names of the airports were not disclosed. "A

number of vehicles in the ramp area were found without speed governors. These vehicles were withdrawn by cancelling their AVP and drivers ADP were suspended," the statement said.

Further, the regulator said a simulator was found not matching with the aircraft configuration and that the software was not updated to the current version. Besides, a domestic flight of a scheduled carrier was held up due to worn tyres and it was released only after the required rectification was done, it added.

DGCA emphasised that it has initiated a focused assessment of the aviation ecosystem to strengthen safety measures across the sector. "Throughout the surveillance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement," the statement said. The surveillance, which comes against the backdrop of the fatal Air India plane crash at Ahmedabad on June 12, covered critical areas such as flight operations, airworthiness, ramp safety, air traffic control, communication, navigation systems and pre-flight medical evaluations.



## Corporate Communications Directorate

THE PIONEER

DELHI

25 JUNE 2025

# US strikes on Iran add to global travel disruptions and flight cancellations

ASSOCIATED PRESS ■ New York

The US entry into Israel's war with Iran has caused travel disruptions to pile up globally.

Following unprecedented bombings ordered by President Donald Trump on three Iranian nuclear and military sites over the weekend, Iran on Monday launched a missile attack on US forces at Qatar's Al Udeid Air Base. Qatar had closed its airspace just hours earlier, after both the US and UK also urged their citizens to shelter in place there.

The region has been on edge following the weekend strikes from the US - and since Israel began the war with a surprise

bombardment on Iran, which has responded with its own missile and drone strikes, earlier this month.

As deadly attacks escalated between Israel and Iran, sections of airspace and airports throughout the region have temporarily closed. And airlines cancelled more flights in recent days, with some halting select routes through the middle of the week - particularly in Qatar and the United Arab Emirates, just across the Persian Gulf from Iran.

Mideast is worst affected. The Middle East carriers were severely affected with cancellations and delays. Qatar Airways said its flights were suspended because of the clo-

sure of air traffic in Qatar.

"The airline is working closely with government stakeholders and the relevant authorities to support impacted passengers, and will resume operations when the airspace reopens," it said, while warning that delays were likely even after operations resume.

Additional ground staff was sent to Hamad International Airport and other key airports to assist affected passengers, it said. Emirates suspended all flights to Iran and Iraq, including those serving Baghdad and Basra, until and including Monday 30 June 2025. An unspecified number of other Emirates flights were rerouted but continuing to operate



flights as scheduled, using flight paths well distanced from conflict areas. Some flights may be delayed. Etihad Airways, the other of the two flag carriers of the United Arab Emirates, sus-

pended all flights between Abu Dhabi and Tel Aviv through July 15, and also announced several regional flight cancellations for Monday and Tuesday, including those connecting

Abu Dhabi to and from Kuwait, Doha, Dammam and Muscat. Gulf Air, the carrier of the Kingdom of Bahrain, extended the cancellation of scheduled flights to Jordan

and until June 27.

"As the safety of its passengers and crew members remains a top priority, Gulf Air will continue to monitor developments in the region closely, and work with its partners to help accommodate and reroute passengers affected by these flight cancellations," it said.

Many other airlines cancel and delay flights

Singapore Airlines, for example, cancelled some flights to and from Dubai starting Sunday and through Wednesday, citing "a security assessment of the geopolitical situation in the Middle East." And British Airways has similarly suspended flights to and from Doha through

Wednesday. "Safety is always our highest priority," British Airways said in a statement confirming its cancellations to The Associated Press, adding that it "will keep the situation under review."

Air India on Monday announced it was ceasing "all operations to the region as well as to and from the East Coast of North America and Europe" immediately until further notice.

The airline, which is still reeling from a plane crash that killed at least 270 people earlier this month, added that India-bound flights from North America were being diverted or rerouted away from closed airspaces.



# Corporate Communications Directorate

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25 JUNE 2025

## Kanishka bombing anniversary reminder to fight violent extremism: Canadian PM

PRESS TRUST OF INDIA ■  
Ottawa

Prime Minister Mark Carney has said the Air India Flight 182 Kanishka bombing 40 years ago is a "sombre reminder of our commitment to fight violent extremism and keep Canadians safe."

Carney's comments coincided with the 40th anniversary of the deadly Kanishka bombing, memorial events for which were held across Canada, including at the Air India monument at Dow's Lake here, by community members, Indian missions among others on Monday.

The Montreal-London-New Delhi Air India 'Kanishka' Flight 182 exploded 45 minutes before it was supposed to land at UK's Heathrow Airport on June 23, 1985, due to a bomb planted by Canada-based terrorists, killing all 329 people on board. At least 280 were Canadians, with most of them of Indian descent.

"40 years ago, Canada faced the deadliest terrorist attack in its history. Today, we mourn the 268 Canadian victims of the Air India bombing and all who have been killed in acts of terrorism — a sombre reminder of our commitment to fight violent extremism and keep Canadians safe," Carney said in a post on X. Foreign

Minister Anita Anand too expressed solidarity through a post on X: "This terrorist attack stands as the deadliest in our country's history — one we must never forget. We remember the victims and our thoughts are with their loved ones who have mourned for decades."

"Canada will continue to work with our allies and part-

ners to better detect, prevent, and respond to the threats and impacts of terrorism and violent extremism," she added.

Earlier, Carney said Canada's new government "unequivocally" stands against terrorism and described the Air India Flight 182 Kanishka bombing terror attack 40 years ago as the "deadliest attack in our country's history."



भारतीय विमानपत्तन प्राधिकरण  
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## Corporate Communications Directorate

RASHTRIYA SAHARA

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25 JUNE 2025

# DGCA ने हवाई अड्डों के 'एविएशन इको सिस्टम' में पाई तमाम खामियां

■ अहमदाबाद में एयर इंडिया के विमान के दुर्घटनाग्रस्त होने की पृष्ठभूमि में की गई जांच

नई दिल्ली (भाषा)। नागर विमानन महानिदेशालय (डीजीसीए) ने मंगलवार को कहा कि प्रमुख हवाई अड्डों पर की गई निगरानी में विमानन परिस्थितिकी तंत्र में कई खामियां सामने आई हैं। नियामक ने कहा कि इनमें कई ऐसे मामले शामिल हैं, जहां विमान में खामियां फिर से दिखाई दीं और रनवे पर केंद्र रेखा का निशान धुंधला हो गया था। अहमदाबाद में 12 जून को एयर इंडिया

के विमान के दुर्घटनाग्रस्त होने की पृष्ठभूमि में की गई इस जांच में उड़ान संचालन, उड़ान योग्यता, रैप सुरक्षा, हवाई यातायात नियंत्रण, संचार, नेविगेशन प्रणाली और उड़ान-पूर्व चिकित्सा मूल्यांकन जैसे महत्वपूर्ण क्षेत्रों को शामिल किया गया था।

नागर विमानन महानिदेशालय ने कहा, विमानन परिस्थितिकी तंत्र में एयरलाइन कंपनियों या किसी अन्य इकाई का नाम बताए बिना कहा कि सुधारात्मक कार्रवाई करने के लिए संबंधित पक्षों को सात दिन के भीतर निष्कर्षों के बारे



### पश्चिम एशिया की उड़ान सेवाएं शुरू

नई दिल्ली (भाषा)। पश्चिम एशिया में तनाव के मद्देनजर वहां के हवाई क्षेत्र बंद रहने के बाद अब क्षेत्र में विमान परिचालन सेवा बहाल होने पर तिरुवनंतपुरम अंतरराष्ट्रीय हवाई अड्डे से मंगलवार सुबह पश्चिम एशिया के लिए उड़ानें फिर से शुरू हो गईं। अमीरात, एतिहाद एयरवेज और एअर अरब ने सबसे पहले विमान परिचालन सेवा फिर से शुरू की। शुरुआती घंटों में बिना किसी व्यवधान के तीन विमान वाहक कंपनियों की उड़ानें दुबई, अबू धाबी और शारजाह के लिए संचालित की गईं और वहां से भारत आईं। हालांकि, कई भारतीय विमानन कंपनियों ने पश्चिम एशिया के लिए अपनी उड़ान सेवाएं रद्द कर दी हैं। विभिन्न भारतीय एयरलाइन के क्षेत्र में अपने विमानों का परिचालन रद्द करने के कारण हजारों यात्री प्रभावित होंगे और विमानन कंपनियों को भारी वित्तीय नुकसान होगा।

में बता दिया गया। निगरानी के दौरान, एक हूप टायरो के कारण रुकी हुई पाई गई और अनुसूचित एयरलाइन की घरेलू उड़ान घिसे आवश्यक सुधार के बाद ही उसे छोड़ा गया।

नियामक ने कहा कि ऐसे कई मामले थे, जिनमें पहले पता चल चुकी खामियां विमान में फिर से दिखाई दीं, जिससे अप्रभावी निगरानी और अपर्याप्त सुधार का संकेत मिलता है।

नियामक ने यह भी पाया कि एक सिम्युलेटर विमान की बनावट से मेल नहीं खा रहा था और सॉफ्टवेयर भी वर्तमान संस्करण में 'अपडेट' नहीं किया गया था। संयुक्त महानिदेशक के नेतृत्व में दो दलों ने दिल्ली और मुंबई हवाई अड्डों सहित प्रमुख हवाई अड्डों पर रात और सुबह के समय निगरानी की। निगरानी के दौरान 'बैंगेज ट्रॉली' जैसे उपकरण खराब पाए गए। विमान

के रखरखाव के दौरान कार्य आदेश का पालन नहीं किया गया था और अनुपयोगी 'थ्रस्ट रिवर्सर' प्रणाली और 'फ्लैप स्लैट लीवर' को लॉक नहीं किया गया था।

रखरखाव के दौरान, एएमई (विमान रखरखाव इंजीनियर) द्वारा एएमएम (विमान रखरखाव मैनुअल) के अनुसार सुरक्षा सावधानियां नहीं बरती गईं। डीजीसीए ने पाया कि विमान में कई जीवन रक्षक जैकेट उनकी निर्धारित सीट के नीचे ठीक से नहीं रखे गए थे। कई हवाई अड्डों के आसपास नए निर्माण के बावजूद कोई सर्वेक्षण नहीं किया गया था। हालांकि, इन हवाई अड्डों के नाम का खुलासा नहीं किया गया।



# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

25 JUNE 2025

## प.एशिया की उड़ानें फिर शुरू करेगी एयर इंडिया

**नई दिल्ली (भाषा)।**

एयर इंडिया ने मंगलवार को कहा कि

वह धीरे-धीरे पश्चिम एशिया के लिए उड़ानें फिर से शुरू करेगी, क्योंकि इस क्षेत्र में हवाई क्षेत्र फिर से खुल रहे हैं। एयर इंडिया ने कहा कि ज्यादातर परिचालन 25 जून से दोबारा शुरू होंगे।

एयरलाइन ने बयान में कहा, 'पहले रद्द की गई यूरोप की उड़ानें भी आज से क्रमिक रूप से बहाल की जा रही हैं, जबकि

कनाडा के पूर्वी तट से आने-जाने वाली सेवाएं जल्द से जल्द फिर शुरू होंगी।' एयर इंडिया ने सोमवार को पश्चिम एशिया में

परिचालन को अस्थायी रूप से निलंबित कर दिया था। क्षेत्र के कुछ देशों ने भी अपने हवाई क्षेत्र बंद कर दिए थे।



एयरलाइन ने मंगलवार को कहा कि ऐसे में कुछ उड़ानों में देरी हो सकती है और कुछ को रद्द किया जा सकता है। एयर इंडिया ने कहा, 'हम व्यवधान को कम करने और अपनी समयसारिणी को बहाल करने के लिए प्रतिबद्ध हैं। एयर इंडिया असुरक्षित माने जाने वाले

अमेरिका और बढ़ते तनाव के मद्देनजर इन क्षेत्रों के लिए

हवाई क्षेत्रों से बचना जारी रखेगी।'



# Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

24 JUNE 2025

## विमानों के सुरक्षित संचालन को लेकर मंथन

स्वतंत्र भारत ब्यूरो, लखनऊ। राजधानी के चौधरी चरण सिंह अंतरराष्ट्रीय हवाई अड्डे पर विमानों के सुचारू और सुरक्षित संचालन को सुनिश्चित करने के उद्देश्य से मंडलायुक्त डॉ. रोशन जैकब की अध्यक्षता में हवाई अड्डा पर्यावरण प्रबंधन समिति की एक महत्वपूर्ण बैठक का आयोजन सोमवार को टर्मिनल-2 स्थित चौधरी चरण सिंह सभागार में किया गया। बैठक में लखनऊ हवाई अड्डा प्रशासन, एयर ट्रैफिक कंट्रोल (एटीसी), लखनऊ विकास प्राधिकरण, नगर निगम, वन विभाग और अन्य संबंधित विभागों के अधिकारी मौजूद रहे।

बैठक के दौरान हवाई अड्डे के आसपास के क्षेत्र में मौजूद समस्याओं जैसे अवैध निर्माण, अवैध मीट की दुकानें, हवाई मार्ग में बाधा उत्पन्न करने वाले पेड़, इमारतें और अन्य संरचनाएं, जलभराव और कचरा प्रबंधन जैसे मुद्दों पर विस्तृत चर्चा की गई। यह स्पष्ट किया गया कि इन

समस्याओं के कारण पक्षी और अन्य वन्य जीव हवाई अड्डे के आसपास आकर्षित हो रहे हैं, जिससे विमान संचालन की सुरक्षा को खतरा उत्पन्न हो सकता है।

हवाई अड्डा प्रशासन की ओर से मंडलायुक्त को बताया गया कि

**हवाई अड्डे के आसपास की मीट की दुकानें, टॉवर, पेड़, ऊंची इमारतों सहित अन्य बाधाओं को हटाने के कड़े आदेश**

हवाई अड्डे के निकट चार से पाँच मीट की दुकानें चिन्हित की गई हैं जो सुरक्षा की दृष्टि से गंभीर खतरा उत्पन्न कर सकती हैं। इस पर मंडलायुक्त ने नगर निगम के अधिकारियों को निर्देश दिए कि इन दुकानों को तत्काल प्रभाव से हटाया जाए। इसके साथ ही उन्होंने हवाई अड्डे के आसपास आवारा कुत्तों की संख्या नियंत्रित करने के लिए स्ट्रीट डॉग्स के स्टेरलाइजेशन की कार्रवाई सुनिश्चित करने को भी कहा।

साथ ही उन्होंने हवाई अड्डे से सटे बिजनौर नाले की सफाई और जलभराव की समस्या के स्थायी समाधान हेतु नगर निगम को आवश्यक कार्रवाई के निर्देश दिए। बैठक में हवाई पट्टी से सटे मार्गों पर ऊंची इमारतों में लगे टावर और सीढ़ियों को भी संभावित बाधा मानते हुए तत्काल हटाने के निर्देश दिए गए। एयरपोर्ट अधिकारियों ने बैठक में यह भी अवगत कराया कि हवाई अड्डे के 10 किलोमीटर के दायरे में लेजर लाइट और पतंग उड़ाने पर प्रतिबंध लगाने हेतु पुलिस आयुक्त को पत्र भेजा गया है। इस पर मंडलायुक्त ने पुलिस विभाग से समन्वय स्थापित कर त्वरित कार्रवाई करने के निर्देश दिए। बैठक के अंत में मंडलायुक्त ने सभी संबंधित विभागों को निर्देशित किया कि वे अपने-अपने स्तर पर जिम्मेदारियों का निर्वहन करते हुए समस्याओं का शीघ्र समाधान करें ताकि हवाई अड्डे का संचालन सुरक्षित और निर्बाध रूप से जारी रह सके।



# Corporate Communications Directorate

THE STATESMAN

DELHI

25 JUNE 2025

## DGCA finds several flaws within domestic airline operations, gives 7 days to fix issues

**STATESMAN NEWS SERVICE**  
NEW DELHI, 24 JUNE

Aviation safety watchdog DGCA has carried out comprehensive surveillance at major airports, including Delhi and Mumbai, and found several shortcomings within domestic airline operations at some airports.

The DGCA is the regulatory body in the field of Civil Aviation primarily dealing with safety issues and is fully committed for safety and security of air operations in the country.

"As part of its commitment, DGCA had issued an Order on June 19 to initiate a focused assessment of the aviation ecosystem to strengthen safety measures across the aviation sector," the Ministry of Civil Aviation said in a statement on Tuesday.

The aviation regulator, which ordered a new set of Comprehensive Special Audits of airports to enhance safety following the jolt to the country's civil aviation sector in



the wake of the tragic Air India crash in Ahmedabad, found "multiple cases wherein the reported defects re-appeared many times on the aircraft indicating the ineffective monitoring and inadequate rectification action on the defects/repeated defects".

As part of the inspections, certain safety violations and lapses have been identified and action is being taken, including in line maintenance stores, where tool control procedures were not followed, the aviation regulator said in a statement.

The regulator also found that during maintenance of aircraft, the work order was

not followed and, in some instances during maintenance safety precautions by aircraft maintenance engineers (AME) per the Aircraft Maintenance Manual (AMM).

**Black Box is in India, being examined by AIB, says Civil Aviation Minister:** Civil Aviation Minister K. Ram Mohan Naidu on Tuesday made it clear that India is analysing the black box of the Air India aircraft that crashed in Ahmedabad, and it has not been sent abroad, contrary to some earlier reports.

Addressing an aviation summit, Naidu said, "It is all speculation. The black box is very much in India, and it is currently being investigated by the Aircraft Accident Investigation Bureau (AIB)."

On being asked about the black box information to be released, the minister replied that it's a technical process and will take some time. He went on to say, "Let the AIB do its job and complete the full investigation."



# Corporate Communications Directorate

THE STATESMAN

DELHI

25 JUNE 2025

## PIL in top court seeks suspension of Air India's Boeing fleet over safety concerns

**PARMOD KUMAR**  
NEW DELHI, 24 JUNE

In the aftermath of the tragic crash of Air India's Boeing 787-8 Dreamliner on the Ahmedabad-London route that claimed 270 lives, including 241 on board including crew members and 29 on the ground, a public interest petition (PIL) has been filed in the Supreme Court seeking immediate suspension of operations of all Boeing aircraft operated by Air India until a comprehensive safety audit is completed.

The PIL, filed by advocate Ajay Bansal, calls for immediate steps to ensure passenger safety and statutory compliance under the Aircraft Act, 1934 and Aircraft Rules, 1937. The petitioner has also sought the public disclosure of safety

audit findings and penal action against those found negligent.

The June 12 crash, which has sent shockwaves across the country and the aviation sector, forms the backdrop of the petition. Bansal contends that the fatal mishap has cast serious doubts over the airworthiness and observance of maintenance protocols of Air India's Boeing fleet.

The petitioner has also cited his own recent travel experience on Air India flight AI 127 (Delhi-Chicago) on May 20, alleging a breakdown in basic in-flight services. Despite travelling in Business Class, he claims the seats were non-functional, air-conditioning failed, and the in-flight entertainment system was non-operational until

cruising altitude.

Although a formal complaint was lodged, Air India only partially acknowledged the fault and offered ₹10,000 in compensation. This is not an isolated incident; a pattern of neglect and poor service prevails, the plea adds.

The petition further refers to a Directorate General of Civil Aviation (DGCA) inspection report that allegedly uncovered falsified safety audit records.

According to the report thirteen "spot checks" claimed to have been conducted at major airports were found to be fabricated, no valid records, authorised signatures, or evidence of proper delegation were available, in some instances, listed auditors were found travelling as passengers during the time of

the supposed checks.

Stating that the Tata Group took over Air India in 2022, the petition alleges that fundamental safety concerns and operational lapses persist. Even after the DGCA flagged serious deficiencies, no effective corrective action appears to have been taken.

The PIL petitioner has sought direction for immediate grounding of unfit Boeing aircraft in Air India's fleet, framing of fresh safety guidelines under the Aircraft Rules, and mandatory periodic checks of airframes, engines, and cabin systems. The petitioner has also sought enforcement of accountability under aviation safety regulations and public disclosure of all safety audits and imposition of penal consequences for non-compliance.



# Corporate Communications Directorate

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THE TELEGRAPH

KOLKATA

24 JUNE 2025

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## Flight disruptions

■ **CALCUTTA:** Flights between Calcutta and Doha, Dubai and Abu Dhabi were disrupted following the closure of airspace in Qatar and the UAE. Sources at the Calcutta airport said they received alerts on Monday night that a Qatar Airways flight from Doha to the city didn't take off. Many aircraft from Australia and Southeast Asia to Europe and the US may land in India because of the airspace closure. Air India cancelled all its flights over the Gulf region late on Monday. "Amid the developing situation in the Middle East, Air India has ceased all operations to the region as well as to and from the East Coast of North America and Europe with immediate effect, until further notice. Our India-bound flights from North America are diverting back to their respective origins," the airline said. IndiGo issued a travel advisory: "In view of the evolving situation in the Middle East, some of our flights may experience delays or diversions... We recommend checking your flight status regularly."



# Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

24 JUNE 2025

## Flyers, crew on AI London-Mum flight get dizzy

**Mumbai:** At least 11 people, including six cabin crew members, felt dizzy and nauseated on an Air India flight from London to Mumbai on Monday, said sources. Air India confirmed the incident but said only five passengers and two crew members took ill. The flight AI-130 was operated with a Boeing 777 aircraft. The aircraft that's under increased scrutiny following the Ahmedabad crash is Boeing 787 Dreamliner, reports Manju V.

The cause for the illness is under probe. Poor oxygen supply, which can lead to hypoxia, can cause nausea and dizziness on flights, as can food poisoning. "On board flight AI-130 from London Heathrow to Mumbai, five passengers and two crew reported feeling dizzy and nauseous during different phases of the flight," said Air India.

► Pilots not affected, P 11

## Pilots of the flight were not affected

► Continued from page 1

The flight landed safely in Mumbai where our medical teams were ready to provide immediate medical assistance. After landing, two passengers and two cabin crew, who continued to feel unwell, were taken to the medical room for further examination and were later discharged. We are investigating the incident and have duly notified the regulator."

A source said a cabin depressurisation problem could cause lower levels of oxygen in the passenger cabin, but then oxygen masks drop from the overhead panel, which didn't happen during this flight. "So, drop in cabin pressurisation is not likely to be the cause." Food poisoning appears to be the more likely cause, said the source.

The pilots of the flight were not affected. "Pilots get their meal after the passengers have been served. They get the same food as the passengers. Earlier, the commander and the first officer would get separate meal trays, which came from two different kitchens. Serving pilots meals from different kitchens is a proactive safety measure grounded in aviation risk management.



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

24 JUNE 2025

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## Tech glitch forces AI Exp to cancel Jaipur-Dubai flight

**Jaipur:** Air India Express flight IX 195 from Jaipur to Dubai was cancelled on Monday morning due to technical glitches just before take-off, reports **Suparna Roy**. The flight, scheduled to depart at 5.30am, reached the taxiway at 6am but failed to take off. A second take-off attempt was made around 9am, but when the technical issues persisted until 11am, the airline cancelled the flight. Kathan Taparia, a passenger, posted on X: "Horrible experience ... Pilot turned back first time, tried again after 'repairs', failed again. Four hours stuck inside."



# Corporate Communications Directorate

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THE TIMES OF INDIA

MUMBAI

24 JUNE 2025

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## 11 dizzy on AI flight: 'Food poisoning likely cause'

**Mumbai:** Food poisoning appears to be the more likely cause for some persons feeling dizzy and nauseated on an Air India flight from London to Mumbai on Monday, said a source. During cabin depressurisation, oxygen masks drop from the overhead panel, which didn't happen during this flight. "So, that is not likely to be the cause," the source added.

"...Five passengers and two crew reported feeling dizzy and nauseous during different phases of the flight," said AI in a statement. "The flight landed safely in Mumbai where our medical teams were ready to provide immediate medical assistance. After landing, two passengers and two cabin crew, who continued to feel unwell, were taken to the medical room for further examination and later discharged. We are investigating the incident and have duly notified the regulator."

The pilots were not affected. "Pilots get their meal after the passengers have been served. They get the same food as the passengers. Earlier, the commander and the first officer would get separate meal trays, which came from two different kitchens. Serving pilots meals from different kitchens is a proactive safety measure grounded in aviation risk management," the source said. —**Manju V**