

Property prices see sharp rise in North Bengaluru since Covid

MAHESH KULKARNI
BENGALURU, DHNS

Property prices in North Bengaluru leading up to Kempegowda international airport have witnessed a sharp rise between 69% and 118% since the outbreak of Covid-19 pandemic owing to an increased economic activity and improved connectivity.

While the average prices of apartments have gone up by 69% to Rs 11,000 to Rs 13,000 per square feet, the prices of residential plots have gone up by 118% to Rs 7,500 to Rs 8,000 per square feet across various residential areas in North Bengaluru such as Thanisandra, Yelahanka, Devanahalli, and Bagalur, according to a research conducted by Square Yards, an online real estate marketplace.

In contrast, the apartment prices in the rest of the city saw a growth of 48% between Rs 13,000-15,000 per sq ft in the last four years starting FY21. The prices of residential plots in the rest of the city went up by an average 93% during the same period.

Tanuj Shori, CEO & Founder, Square Yards, said, "Airports are among the most influential enablers of economic growth, urban transformation, and real estate development. In India,



cities anchored by major airports, such as Delhi, Mumbai, Bengaluru, and Hyderabad, have demonstrated sustained residential growth, driven by improved connectivity, increase in employment hubs, and large-scale infrastructure investment."

As of FY25, annual passenger traffic reached 41.55 million, according to data from the Airports Authority of India. The upcoming Terminal 3 (T3) at Bengaluru is expected to raise the total capacity to over 100 million passengers annually.

Since FY21, North Bengaluru has been consistently taking 25-27% share in the overall residential registered transactions in both primary and secondary markets, the data from Square Yards show.

"Kempegowda international airport in Bengaluru is the third-busiest airport in the

country after Delhi and Mumbai. Whenever airports come up they attract international companies in the vicinity. The improved connectivity between Devanahalli and Bengaluru has led to a huge growth in the development of properties surrounding the airport because people want to stay closer to the workplace," Renuka Kulkarni, Head of Research, Square Yards told *DH*.

Among the key micro-markets, Devanahalli witnessed 133% rise in the prices of residential plots between Rs 6,500 to Rs 8,000 per sq ft in FY25 compared to Rs 2,900 to Rs 4,000 per sq ft in FY21. Similarly, the prices of plots in Bagalur went up by 127% to Rs 5,800 to Rs 7,800 per sq ft, Thanisandra witnessed a rise of 113% at Rs 10,500 to Rs 12,500 per sq ft, and Yelahanka saw prices going up by 116% to Rs 5,900 to Rs 7,000 per sq ft in FY25.



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 JULY 2025

Navi Mumbai airport set to start operations with 12-hour service

Aneesh Phadnis
Mumbai

The Navi Mumbai airport will operate for 12 hours (8 am to 8 pm) in the first two months after launch to test the stability of all its processes and systems, said people familiar with the matter.

The airport is expected to be inaugurated on September 30, as per the deadline set by State Chief Minister Devendra Fadnavis.

Initially, the airport is likely to handle only domestic flights. It will operate around the clock with the start of the winter schedule in October. So far, IndiGo and Akasa Air have announced plans to start flights from the airport, and discussions are ongoing between the Navi Mumbai airport and other carriers regarding their operational plans.

A source stated that implementing 12-hour operations would enable airport officials to resolve any initial issues before operating at full capacity in winter. Also, this aligns well with the plans and preparedness of all stakeholders.

In the first phase, the airport will be able to handle around 20 million passengers per year. At current passenger handling capacity, this would translate to around 30 air traffic movements per hour. However, in the initial days, it is likely to handle only 8-10 movements per hour, it is understood.

"Around 94 per cent of the airport work is complete and the deadline of September 30



Maharashtra CM Devendra Fadnavis reviewed the progress of the Navi Mumbai International Airport.

has been set for the launch of commercial operations," Fadnavis said after reviewing the construction work on Saturday. "This will be the most modern and fully-equipped airport in the country and the authorities have been instructed to make the baggage claim system the fastest in the world," he said.

TRIALS UNDERWAY

Sources reported that operational readiness trials were being conducted to assess the preparedness of the systems. The Bureau of Civil Aviation Security and the Directorate General of Civil Aviation will conduct inspections for the issuance of aerodrome licences. A source said having 12-hour operations would enable airport officials to iron out any teething problem before going full steam in winter. Also, this aligns well with the plans and preparedness of all stakeholders. While flight movements will begin from 8 am, the terminal will open for passengers 2-3 hours earlier for check-in.



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

14 JULY 2025

एयरपोर्ट; दुबई फ्लाइट 8 घंटे लेट, यात्री परेशान

जयपुर | जयपुर एयरपोर्ट पर रविवार को एक इंटरनेशनल फ्लाइट का शेड्यूल फिर गड़बड़ा गया। एयरपोर्ट से मिली जानकारी के अनुसार मामला जयपुर से दुबई जाने वाली स्पाइसजेट एयरलाइंस की फ्लाइट का है। एयरलाइंस ने ऐनवक्त पर री-शेड्यूल कर दिया था।

दरअसल तकनीकी परेशानी के कारण दुबई से जयपुर आने वाली

फ्लाइट 8 घंटे देरी से संचालित हुई। ये ही फ्लाइट एसजी-57 वापस जयपुर से सुबह 9:30 बजे दुबई जाती है। इसके बाद फ्लाइट 12:55 बजे दुबई पहुंचती है। रविवार को इनकमिंग फ्लाइट के संचालन में देरी की वजह से एयरलाइंस ने ऐनवक्त पर दुबई फ्लाइट को री-शेड्यूल किया है। इसके बाद फ्लाइट निर्धारित शेड्यूल से 8:30 घंटे लेट शाम 6

बजे दुबई के लिए रवाना हुई। ऐसे में यात्री परेशान होते रहे। इसी तरह दुबई से जयपुर आने वाली स्पाइसजेट एयरलाइंस की फ्लाइट एसजी-58 अपने निर्धारित शेड्यूल अल सुबह 3:40 की बजाय तकनीकी कारणों की वजह से 8:20 घंटे लेट दोपहर 12 बजे जयपुर के लिए रवाना हुई। इसके बाद फ्लाइट शाम 4:45 बजे जयपुर पहुंची।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

15 JULY 2025

विदेश जाने वाले ज्वैलर्स कस्टम अधिकारियों की क्लियरेंस के बाद ज्वैलरी साथ ले जा सकेंगे 7 साल बाद जयपुर एयरपोर्ट पर फिर से शुरू हुई ज्वैलरी की हैंड कैरिज सुविधा, निर्यातकों को मिलेगा फायदा

भास्कर न्यूज़ | जयपुर

सांगानेर स्थित अंतरराष्ट्रीय हवाई अड्डे पर अब ज्वैलर्स को रत्न और आभूषण निर्यात के लिए हैंड कैरिज (व्यक्तिगत वहन) की सुविधा उपलब्ध हो सकेंगी। यह व्यवस्था 7 साल पहले बंद हो गई थी, जिसे कस्टम डिपार्टमेंट ने सोमवार से वापस शुरू कर दिया है।

आयुक्त कस्टम्स आरके चंदन ने स्वीकृति जारी की। इसके बाद जयपुर एयरपोर्ट पर रत्न और आभूषण के आयात-निर्यात की हैंड कैरिज सुविधा शुरू हो गई। इसके तहत विदेश जाने



वाले ज्वैलर्स एयरपोर्ट पर कस्टम अधिकारियों की क्लियरेंस के बाद ज्वैलरी अपने साथ ले जा सकेंगे। विदेश में व्यापार के लिए इसे दिखाने के बाद वापस साथ ला सकेंगे। इससे पहले ज्वैलर्स को एयरलाइंस के जरिए ज्वैलरी भेजनी होती है, जिसे पहुंचने में ही पांच से अधिक दिन लग जाते थे। राजस्थान कस्टम हाउस एजेंट एसोसिएशन के महासचिव सुनील शर्मा ने बताया कि यह

सुविधा विशेष रूप से उन निर्यातकों के लिए फायदेमंद होगी, जो हाय हैंड वैल्यू और समय-संवेदनशील शिपमेंट में काम करते हैं। जेम एंड ज्वेलरी एक्सपोर्ट प्रमोशन काउंसिल (जीजेईपीसी) अध्यक्ष योगेन्द्र गर्ग का कहना है कि यह व्यवस्था फिर से शुरू होने पर जेम्स एंड ज्वेलरी व्यापार के लिए एक बड़ी जीत है, इसे शुरू करने के लिए कई वर्षों प्रयास किए जा रहे थे। ज्वैलर्स एसोसिएशन के उपाध्यक्ष राजू मंगोड़ीवाला का कहना है कि हमने केंद्र और राज्य सरकार से कई बार मांग की थी। इससे ज्वैलर्स को राहत मिली है।

यह सुविधा वर्ष-2019 में कुछ कारणों से बंद कर दी थी, लेकिन मार्च, 2025 में केंद्रीय अप्रत्यक्ष कर और सीमा शुल्क बोर्ड (सीबीआईसी) की ओर से जारी पब्लिक नोटिस के बाद इसे फिर से शुरू किया। यह पहल विदेश व्यापार नीति का अहम हिस्सा होगी। आदेश के बाद ज्वैलर्स क्लियरेंस के बाद ज्वैलरी अपने साथ ले जा सकेंगे और ला सकेंगे। -आरके चंदन, आयुक्त, कस्टम्स



Corporate Communications Directorate

DESHBANDHU

DELHI

16 JULY 2025

उड़ान से पहले 60 मीटर चौड़ी सड़क का निर्माण पूरा होने में संशय

ग्रेटर नोएडा, 15 जुलाई (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट पर उड़ान से पहले यमुना एक्सप्रेस वे के समानांतर अधूरी पड़ी 60 मीटर चौड़ी सड़क पूरी नहीं हो सकेगी। दनकौर से सलारपुर अंडरपास तक करीब दो किलोमीटर सड़क का रास्ता अबतक साफ नहीं हो सका है। जानकारी के मुताबिक ग्रेटर नोएडा से यमुना एक्सप्रेस वे के समानांतर 60 मीटर चौड़ी सड़क गुजर रही है। यह 40 किलोमीटर लंबी सड़क ग्रेटर नोएडा से जीबीयू व गौतमबुद्ध विश्वविद्यालय के सामने से होते हुए यमुना सिटी के मुख्य सेक्टरों समेत एयरपोर्ट को सीधे जोड़ती है। अबतक करीब 36 किलोमीटर सड़क का निर्माण हो चुका है, लेकिन करीब चार किलोमीटर सड़क तीन गांवों में टुकड़ों में अधूरी पड़ी है। रुस्तमपुर गांव में सड़क का करीब 500 मीटर का पैच अधूरा है। वहीं दयानतपुर में भी एक से ढेड़ किलोमीटर सड़क अधूरी है। प्राधिकरण का दावा है कि रुस्तमपुर



यमुना एक्सप्रेस वे के समानांतर 60 मीटर चौड़ी अधूरी सड़क का निर्माण कई सालों से पड़ा अधूरा

में किसानों से जमीन के लिए सहमति बन चुकी है, जबकि दयानतपुर गांव की 76.3 हेक्टेयर जमीन का अधिग्रहण किया जा रहा है। मुख्य समस्या दनकौर से सलारपुर अंडरपास तक अधूरी पड़ी दो किलोमीटर सड़क के निर्माण में आ रही है। एक्सप्रेस वे से प्रभावित कुछ किसान 64.7 फीसदी अतिरिक्त मुआवजा और अन्य मांगों को लेकर कोर्ट चले गए थे, जो अपनी जमीन देने को तैयार नहीं हैं। किसानों ने जमीन के

बदले मांगों को लेकर कोर्ट से स्टे लिया हुआ है। इसका निस्तारण कबतक होगा, प्राधिकरण के अफसरों के पास भी इसका जवाब नहीं है।

एक्सप्रेस वे पर दबाव कम होगा

60 मीटर चौड़ी सड़क का निर्माण कार्य पूरा होने के बाद यमुना एक्सप्रेस वे पर वाहनों का दबाव कम हो जाएगा। बता दें कि यह सड़क अभी भी काफी व्यस्त रहती है। सड़क के किनारे तीन बड़े विश्वविद्यालय हैं, जिनमें लाखों छात्र पढ़ाई करते हैं। अभी सड़क अधूरी होने के चलते आसपास के लोगों को एक्सप्रेस वे पर चढ़ना पड़ता है, एक्सप्रेस वे पर ट्रैक्टर ट्रॉली की रोक के कारण कई बार किसान सलारपुर अंडरपास के नीचे धरने पर भी बैठ चुके हैं। वहीं, एक्सप्रेस वे पर टोल को लेकर भी कई बार बड़ा विवाद हो चुका है। 60 मीटर चौड़ी सड़क का काम पूरा होने के बाद लोगों को एक्सप्रेस वे पर चढ़ने की जरूरत नहीं पड़ेगी।

GROUNDED IN STINK

Sewage overflow at airport's T2 basement sparks outrage

BENGALURU, DHNS

Passengers at the Kempegowda International Airport (KIA) in Bengaluru complained of overflowing sewage in the basement parking of the new terminal.

An X account, Yelahanka Matters, posted: "One of the world's most awarded airports, @BLRAirport T2, has a glaring hygiene issue. This morning 9 am, overflowing sewage in Basement 2 parking near the lift to Arrivals. Unbearable stink (sic)."

It shared a photo and video from the spot.

Though airport staff cleared the area, a flyer told *DH* the stench lingered across the parking space through much of the day.

Sources in the Bangalore International Airport Limited (BIAL) said a motor issue caused the leakage. They acknowledged the problem and claimed it was rectified immediately.



The leakage was due to an issue with a motor on the premises.

PHOTO: @YELAHANKAFORALL/X



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

15 JULY 2025

Cargo truck hits parked Akasa Air plane at Mumbai airport

MUMBAI, DHNS: In a serious safety issue, a cargo truck hit an Akasa Air passenger aircraft at the Chhatrapati Shivaji Maharaj International Airport (CSMIA) in Mumbai on Monday, resulting in damage to the right winglet.

No injuries to any employee or passenger have been reported in the incident, said Akasa Air and Mumbai Airport officials.

The BWFS cargo container vehicle hit the Akasa airline aircraft parked at Bay A-7 at Terminal 1 of Chhatrapati Shivaji Maharaj International Airport.

“While the aircraft was positioned at bay A-7, a BWFS cargo container vehicle collided with the right-side wing of the aircraft, resulting in damage to the winglet and the container,”

officials said.

The aircraft had earlier arrived as flight QP1736 from Bengaluru to Mumbai.

“During unloading operations, a BWFS cargo container vehicle, while turning towards the front side of the aircraft to unload goods, accidentally hit the right-side wing of the aircraft,” they said.

The plane involved is a Boeing 737-Max, which has relatively high wings, and the driver seems to have misjudged the height.

“A third-party ground handler, while operating a cargo truck, came in contact with an Akasa Air aircraft that was parked at CSMIA. The aircraft is currently undergoing a thorough inspection,” Akasa Air said in a statement.

FACILITIES GIVEN BEFORE ADANI DEAL

ICICI Bank Moves Court Against MIAL Rights Issue

Airport operator's issue can dilute equity pledged against loans given to GVK firm: Bank

Sangita Mehta & Maulik Vyas

Mumbai: ICICI Bank has challenged the proposed rights issue of Mumbai International Airport (MIAL) on the grounds that it violates prior contractual agreements and risks diluting lenders' interests, said people with knowledge of the matter. The bank's contention is that the rights issue will dilute the value of shares pledged against loans worth \$1.25 billion that had been given to the GVK Group, which used to own MIAL. The Adani Group took over MIAL from GVK in 2021.

ICICI Bank, acting through its Bahrain branch as facility agent for a consortium of lenders, has filed a suit in the Bombay High Court seeking to restrain MIAL from proceeding with the ₹3,240 crore rights issue, according to a copy of the petition filed by the bank early this month and reviewed by ET. The bank alleged that the issue

breaches the terms of an interim solution undertaking (ISU) and a share pledge agreement signed in 2017, which prohibit any dilution of pledged equity without the lender's consent. The matter is scheduled for hearing on July 21 before justice RI Chagla.

ICICI Bank, GVK and Adani did not respond to ET's queries.

The dispute stems from two loan facilities extended to GVK Coal Developers (Singapore). The first, amounting to \$1 billion, was provided in September 2011. The second, of \$250 million, was in March 2014, the petition stated. Bank of Baroda, Bank of India, Indian Overseas Bank and Canara Bank are among the other lenders involved.

Making a Case

BETWEEN 2011 & 2014: ICICI Bank-led consortium provides \$1.25b debt facilities to GVK Coal Developers (Singapore).

MAR 24, 2017: Share pledge agreement signed: 32% equity of GVK Airport Holdings (now a subsidiary of Adani).

JULY 2021: Adani Group acquires 97.97% of GVK Airport Developers & 23.5% of MIAL.

JUNE 17, 2025: MIAL issues letter of offer for rights issue.

JUNE 30, 2025: Adani-owned GVK Airport informs ICICI it cannot subscribe due to lack of funds.

JULY 1, 2025: ICICI raises objections.

JULY 5, 2025: Deadline for rights issue subscription.

JULY 21, 2025: Matter to be heard by Bombay High Court.

JULY 21, 2025: Matter to be heard by Bombay High Court.

These loans were secured by a pledge of 32% equity in GVK Airport Holdings (GVKAHL), representing a 16.16% indirect stake in MIAL. GVKAHL holds a 50.5% stake in MIAL, Adani Airport Holdings holds 23.5%, and the Airports Authority of India has 26%. The rights issue is being offered in a 27:10 ratio. GVKAHL is now part of the Adani Group.

ICICI Bank contends that the proposed rights issue would reduce this pledged stake to about 4.37%, undermining the security provided under the loan agreements.

Continued on → Smart Investing

ICICI Bank Moves Court Against MIAL Rights Issue

→ From ET Markets Page 1

The rights issue, approved by MIAL's board on June 12, offers 3.24 billion equity shares at ₹10 each to existing shareholders. ICICI Bank says that GVKAHL

informed the bank of its decision not to subscribe to issue just five days before what was to have been the offer's closing date of July 5, citing lack of funds. The bank alleges this delay was deliberate and prejudicial to the lenders'

interests. The bank also raised concerns that the issue price of ₹10 per share does not reflect fair market value and is instead the minimum permissible price. MIAL is not listed. Senior counsel Venkatesh Dhond and Siddharth Ranade,

partner of law firm Trilegal, are representing lenders. Senior advocate Vikram Nankani and law firm Rashmikant and Partners are representing some respondents. The ownership structure of MIAL changed in 2021, when Adani Airport Holdings, a unit of Adani Enterprises, bought 97.97% of GVK Airport Developers, parent of

GVKAHL. The bank has sought a permanent injunction against the rights issue and interim relief to prevent any share allotment or action that could affect the pledged equity, the petition stated. It has also asked that any subscription received for the rights issue should be kept in a separate account until the matter is resolved, it added.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

15 JULY 2025

Airports boost real estate prices in major cities

Housing micro-markets near existing and upcoming airports in Bengaluru, Hyderabad, Navi Mumbai and Greater Noida have seen sharp appreciation in prices by 70-120 per cent in the last four years, according to Square Yards. "Micro-markets anchored by airports are witnessing significantly faster property price appreciation compared to other parts of the same city," Square Yards said in a statement.



Corporate Communications Directorate

THE HINDU

DELHI

16 JULY 2025

GMR Group firms look to tap bond market for ₹25 billion

Two companies belonging to India's GMR Group are set to tap the corporate bond market in the coming days to raise an aggregate of ₹25 billion (\$291.27 million), three sources aware of the matter said. While GMR Airports Holdings co. is looking to raise about ₹15 billion via three-year bonds, Delhi International Airport (DIAL), a JV between GMR Airports and the Airports Authority of India, is also likely to raise ₹10 billion via sale of 15-year bonds, they said. REUTERS



Corporate Communications Directorate

MINT

DELHI

16 JULY 2025



GMR Airports Holdings is scouting the market to raise around ₹1,500 crore.

GMR Group firms to tap bond market

Two companies belonging to India's GMR Group are set to tap the corporate bond market in the coming days to raise an aggregate of ₹2,500 crore, three sources aware of the matter said.

GMR Airports Holdings Co, the holding company of the GMR Group's airport-related businesses, is scouting the market to raise around ₹1,500 crore through three-year bonds, the sources said.

Large mutual funds will heavily participate in this issue, one of the sources added.

"The yield could be in the high single digits or even a low double digit, which makes it an attractive proposition for debt funds," the source added.

Delhi International Airport (DIAL), a joint venture between GMR Airports and the Airport Authority of India, is also likely to raise ₹1,000 crore through the sale of 15-year bonds.

"DIAL has already started talks with a private bank and a foreign bank to place the bond issue, and this should be done before the GMR issue," the second source said.

DIAL had last tapped the bond market in July 2024, when it raised ₹2,513 crore.

REUTERS



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 JULY 2025



DGCA DATA SHOWS 641 BIRD/ANIMAL HITS AT 20 AIRPORTS IN 5 MONTHS

A whopping 2,000 bird and animal hits on aircraft have been recorded annually in last two years across 20 busiest airports in the country

DELHI AIRPORT MOST HIT, AHMEDABAD SECOND

DGCA data shows 1,633 bird/animal strikes in 2022 in these airports. It soared to 2,269 in 2023 and dipped to 2,046 in 2024. Delhi bore the brunt and averaged 400-plus incidents annually in the last three years. It had 442 strikes in 2022, 616 in 2023 and 419 in 2024, data shows. In 2025, it has recorded 95 hits. Ahmedabad is the second most affected airport | P7



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 JULY 2025

Bird, animal hits raise safety concerns at major airports

S. LALITHA @ New Delhi

A whopping 2,000 bird and animal hits on aircraft have been recorded annually in the last two years across the 20 airports which have recently emerged as the busiest in the country. However, the number appears to be decreasing this year, as just 641 such hits have been recorded so far in the first five months.

Data shared by the DGCA, reveals that there were 1,633 bird/animal strikes in 2022 at these airports. It soared to 2,269 in 2023 and dipped slightly to 2,066 in 2024.

Delhi appears to bear the maximum brunt of such strikes, averaging over 400 incidents annually in the last three years. It had 442 strikes in 2022, 616 in 2023 and 419 in 2024, the data shows. In 2025, it has recorded 95 hits so far.

Ahmedabad is the second most impacted airport. Although it recorded only 80 hits in 2022, the figure more than doubled to 214 in 2023 and 201 in 2024. In the immediate aftermath of the June 12 Dreamliner crash near the airport, the initial theory cir-



culating was a shutdown of both engines due to a bird strike in the prolific presence of the winged creatures in the area.

To effectively tackle the bird-animal menace at the airports, the first meeting of the National Wildlife Hazard Management Committee was recently convened at the DGCA headquarters in Delhi, under the chairmanship of its Director General Faiz Ahmed Kidwai. Representatives from all airports and airlines across the country participated.

The presentation by DGCA revealed one startling aspect – deficiency in identification of bird species at all airports. “Only in 24% of strikes that took place was the bird species identified,” its officials said.

Delhi International Airport Limited officials said bats have emerged as a major threat at IGI. “Techniques like black light trap, pole pigeons, night vision binoculars, bat detection device, Avian Defenders and deploying a team of biologists were being done to mitigate their presence,” an official said.

EX PRESS CLUSIVE



Corporate Communications Directorate

PIONEER

DELHI

16 JULY 2025

एयरपोर्ट शुरू होने तक पूरी नहीं हो सकेगी 60 मीटर चौड़ी सड़क

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट पर उड़ान से पहले यमुना एक्सप्रेसवे के समानांतर अधूरी पड़ी 60 मीटर चौड़ी सड़क पूरी नहीं हो सकेगी। दनकौर से सलारपुर अंडरपास तक करीब दो किलोमीटर सड़क का रास्ता अबतक साफ नहीं हो सका है। ग्रेटर नोएडा से यमुना एक्सप्रेसवे के समानांतर 60 मीटर चौड़ी सड़क गुजर रही है। यह 40 किलोमीटर लंबी सड़क ग्रेटर नोएडा से जीबीयू व गौतमबुद्ध विश्वविद्यालय के सामने से होते हुए यमुना सिटी के मुख्य सेक्टरों समेत एयरपोर्ट को सीधे जोड़ती है। अबतक करीब 36 किलोमीटर सड़क का निर्माण हो चुका है, लेकिन करीब चार किलोमीटर सड़क तीन गांवों में टुकड़ों में अधूरी पड़ी है। रुस्तमपुर गांव में सड़क का करीब 500 मीटर का पैच अधूरा है। वहीं दयानतपुर में भी एक से डेढ़ किलोमीटर सड़क अधूरी है। प्राधिकरण का दावा है कि रुस्तमपुर में किसानों से जमीन के लिए सहमति बन चुकी है, जबकि दयानतपुर गांव की 76.3 हेक्टेयर जमीन का अधिग्रहण किया जा रहा है। मुख्य समस्या दनकौर से सलारपुर अंडरपास तक अधूरी पड़ी दो किलोमीटर सड़क के निर्माण में आ रही है।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

14 JULY 2025

स्पाइसजेट की फ्लाइट 8 घंटे देरी से रवाना जयपुर एयरपोर्ट पर लगातार दूसरे दिन दुबई फ्लाइट लेट

जयपुर@पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट पर रविवार को लगातार दूसरे दिन दुबई आने-जाने वाले यात्रियों को परेशानी का सामना करना पड़ा। दुबई से सुबह 8:35 बजे पहुंचने वाली स्पाइसजेट की फ्लाइट करीब 9 घंटे की देरी से शाम 5:30 बजे जयपुर पहुंची। इसी फ्लाइट को सुबह 9:30 बजे जयपुर से दुबई रवाना होना था, लेकिन वह भी 8 घंटे की देरी से शाम 6:30 बजे

रवाना हुई। शनिवार को भी यही फ्लाइट 6 घंटे की देरी से जयपुर पहुंची थी। इसके अलावा अन्य उड़ानें भी प्रभावित हुईं। एयर इंडिया एक्सप्रेस की बेंगलुरु जाने वाली शाम 5:05 बजे की फ्लाइट एक घंटे देरी से रवाना हुई। इंडिगो की शाम 7:05 बजे रवाना होने वाली फ्लाइट भी एक घंटे की देरी से उड़ी। एयर इंडिया एक्सप्रेस की एक और फ्लाइट शाम 5:36 बजे आधा घंटा लेट रही।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

15 JULY 2025

7 साल बाद जयपुर एयरपोर्ट पर फिर शुरू हुई हैंड कैरिज सुविधा

जयपुर @ पत्रिका जयपुर के ज्वेल्स को 7 साल बाद बड़ी सौगात मिली है। जयपुर एयरपोर्ट पर फिर से हैंड कैरिज सुविधा शुरू की गई है। कस्टम विभाग ने इस सुविधा के लिए नोटिफिकेशन जारी किया है। विदेश व्यापार नीति के तहत जयपुर एयरपोर्ट पर ज्वेलरी एक्सपोर्ट के लिए यह अनुमति दी गई है। अब जयपुर सहित देश के 9 एयरपोर्ट पर हैंड कैरिज की सुविधा उपलब्ध होगी। इनमें दिल्ली, मुंबई, कोलकाता, चेन्नई, हैदराबाद, बैंगलुरु, कोच्चि, कोयंबटूर और जयपुर शामिल हैं। पढ़ें 7 साल @ पेज 09

7 साल...

गौरतलब है कि 2019 में जयपुर एयरपोर्ट से हैंड कैरिज की सुविधा को बंद कर दिया गया था। ज्वेल्स एसोसिएशन शो के संयोजक अशोक माहेश्वरी का कहना है कि हम 7 साल से इसकी मांग कर रहे थे। अब इस सुविधा के मिलने से ज्वेल्स अपने हैंडबैग में अपने साथ ज्वेलरी, कलर स्टोन, सैपल पीस ले जा सकेंगे। इससे जयपुर का रत्नाभूषण व्यापार आगे बढ़ेगा और एग्जीविशन और एक्सपो में भाग लेने वाले एक्सपोर्टर्स को बड़ी राहत मिलेगी।



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

15 JULY 2025

Truck hits parked Akasa plane in Mumbai airport

TIMES NEWS NETWORK

New Delhi: An Akasa aircraft parked at Mumbai airport was hit by a truck on Monday. In a statement, Akasa said: "A third party ground handler, while operating a cargo truck, came in contact with an Akasa Air aircraft that was parked at CSMIA (Chhatrapati Shivaji Maharaj International Airport), Mumbai. The aircraft is currently undergoing a thorough inspection, and we are investigating this incident with

The aircraft is currently undergoing a thorough inspection, said Akasa Air in a statement

the third party ground handler." The Boeing 737MAX was parked when the truck hit it. There were no injuries to employees or passengers.

Following the Air India June 12 crash in Ahmedabad, the Directorate General of Civil Aviation (DGCA) had conduc-

ted checks at Delhi and Mumbai airports. Among the deficiencies observed was this: "Many vehicles in the ramp area were found without speed governors. These vehicles were withdrawn by cancelling their permits along with their drivers' airport driving licences." For years, attempts are being made to arrest the increase in ground accidents at Indian airports. DGCA had, six years back, mandated that operators will have to ensure that vehicles are completely

safe to drive and drivers have the required knowledge of airside driving rules.

An order to the effect, issued in 2019, stated, "In order to curb (ground incidents at airports), DGCA has developed a detailed checklist to benchmark safety standards on airside of airport.... checking ground facilities like equipment, passenger boarding bridge, condition of apron/markings/lighting, availability of foreign object debris bins."



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

15 JULY 2025

N Mum airport likely to be inaugurated on Sept 30

TIMES NEWS NETWORK

Mumbai: The much-anticipated secondary airport for the Mumbai Metropolitan Region (MMR), the Navi Mumbai airport, is now expected to be inaugurated on Sept 30. Chief minister Devendra Fadnavis had confirmed the new date.

Sources said scheduled domestic flights will begin only months later. Commercial operations will begin gradually, with the airport to be open only for a 12-hour window from 8am to 8pm in the initial months.

When international flights start, sometime early next year, the airport is expected to have 24/7 operations, said aviation sources. Airlines such as IndiGo, Akasa Air and Air India Express have announced domestic flights from day one of the Navi Mumbai airport opening.

In phase one, the Navi Mumbai airport will have one runway and one terminal building with a passenger-handling capacity of 20 million passengers per annum. The congested Mumbai airport handles about 55 million passengers per annum and operates out of a single runway. Once the airport opens, passengers travelling from and to MMR will get the option of booking flights from any of the two airports.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

15 JULY 2025

Aircraft hit by cargo truck at Mumbai airport

Mumbai: A cargo truck hit an Akasa Air Boeing 737 aircraft parked at Mumbai airport in the early hours of Monday. Akasa confirmed the incident. The airline, in a statement, said a third-party ground handler was operating the cargo truck that came in contact with the aircraft.

“The aircraft is currently undergoing a thorough inspection, and we are investigating the incident with the third-party ground handler,” the airline added. TNN

After public outcry, govt intervenes to control Silchar-Guwahati airfare

Indigo told to cap Silchar-Guwahati ticket price at Rs 6,500

STAFF CORRESPONDENT

SILCHAR, July 14: With public resentment mounting over skyrocketing airfares on the Silchar-Guwahati and Silchar-Kolkata routes, the State government has taken a firm stand to restore balance in regional connectivity.

Addressing a gathering of leading citizens in Silchar on Sunday while winding up his four-day visit to south Assam, Chief Secretary Dr Ravi Kota disclosed that Chief Minister Himanta Biswa Sarma recently held a high-level meeting with the IndiGo Airlines chairman in New Delhi, following a barrage of complaints over ticket prices soaring beyond Rs 10,000.

"In that meeting, the Chief Minister made it unequivocally clear that airfare between Silchar and Guwahati must be strictly capped between Rs 6,000 and Rs 6,500, irrespective of seasonal demand or connectivity disruptions. Initially, the airline resisted citing operational challenges, but they



have now promised a correction in the fares by July 15. We are waiting for them to act," Dr Kota stated.

In another significant move, the Chief Minister, during a joint meeting with the Ministry of Civil Aviation, IndiGo authorities, and the State government, urged upon the Centre to facilitate additional flights to and from Silchar, Jorhat, and Lakhimpur.

"Indigo airline has agreed in principle to add more services in Assam. We are now awaiting a concrete opera-

tional timeline," Dr Kota said, adding that discussions are also underway to restore the suspended Air India Silchar-Kolkata flight, grounded since June this year.

Regarding a long-term solution to Barak Valley's connectivity woes, Dr Kota informed that following the public hearing held recently, the proposed greenfield airport at Doloo has now been listed in the National Infrastructure Pipeline by the Ministry of Civil Aviation.

"Unlike the current airport, which has several

structural and operational constraints, the new airport will be a modern facility that can handle larger aircraft and attract more airlines. The public hearing is done and the path is being cleared," he said.

Further, to bolster connectivity in Barak Valley, the Chief Secretary announced that work on the high-speed corridor between Guwahati and Silchar via Barapani to Panchgram, which was announced by the Chief Minister, is expected to begin by November this year. The

project, set to be completed in three years, is aimed at significantly reducing travel time and boosting trade and mobility, he added.

Responding to renewed demands for the alternate Lanka-Silchar (Moinarbandh) rail route via Chandranathpur, Dr Kota confirmed that a Detailed Project Report (DPR), with an estimate of Rs 38,000 crore, has already been prepared and awaits final approval from Indian Railways.

Reaffirming the State government's commitment, Dr Kota said, "Our focus is on delivering results and not empty promises. Barak Valley's growth is a top priority, and we are determined to translate our words into action."

Earlier, the Chief Secretary reviewed the progress of ongoing developmental schemes and projects in the district and prioritised more impetus on the education and health sectors, which are battling with infrastructure and human resource challenges.



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 JULY 2025

Air India to complete 'fuel control switch' checks in 2 days

ONGOING PROBE. The AAIB has not identified a definitive cause for the slip

Rohit Vaid
New Delhi

The Tata Group-promoted Air India will complete checks on the fuel control switch locking mechanism of its Boeing 787 and 737 fleet within the next two days, sources told *businessline*.

The airline had started these checks over the weekend, they said.

"So far, over 50 per cent of the Boeing 787 aircraft have



AIRCRAFT SAFE. So far, over 50 per cent of the Boeing 787 aircraft have been checked

been checked while almost all of Boeing 737 aircraft have been checked," industry sources said.

"So far, no issues have been found," they added.

On Monday, India's civil aviation regulator directed all airlines to inspect the locking mechanism on several Boeing aircraft models following the fatal crash of Air India flight 171.

Notably, the regulator asked all airline operators to submit inspection reports by July 21.

The Directorate General of Civil Aviation's (DGCA) directive was based on a 2018 safety bulletin from the US Federal Aviation Administration (FAA), which warned of potential disengagement of this locking feature.

SAFETY CONCERNS

While the FAA advisory had not been deemed mandatory at the time, it flagged safety concerns on multiple Boeing

models, including the 737 and the 787 series.

The heightened scrutiny follows preliminary findings from the Aircraft Accident Investigation Bureau (AAIB), which revealed that both fuel control switches on AI171 had slipped from 'run' to 'cut-off' mode just seconds after the aircraft

reached its peak speed of 180 knots. Subsequently, the fuel cut-off mode had caused both engines to shut down mid-air, leading to a crash that killed all 260 onboard.

The AAIB has not identified a definitive cause for the slip. Meanwhile, experts have zeroed in on the possibility of electrical or software-

related faults in the fuel switch mechanism.

The switch in question, said Mark D Martin of Martin Consulting, is manufactured by Honeywell and is engaged twice during each flight — once during taxiing for take-off and again after the aircraft comes to a halt at the parking stand.

UK aviation watchdog gives green signal to Boeing planes

Our Bureau
Mumbai

The UK's Civil Aviation Authority (CAA) has not found any technical concerns with Boeing aircraft, the agency said on Tuesday.

Regulators in India, South Korea and Singapore have instructed Boeing aircraft operators to inspect fuel switches in their fleet in line with the safety bulletin issued by the

US Federal Aviation Administration in 2018. The regulatory orders were issued following the release of a preliminary investigation report probing the cause of Air India's Boeing 787 accident in Ahmedabad in June. The UK, however, has not ordered any additional checks. "Whilst the Air India accident investigation is ongoing, we do not have any technical concern with regard to Boeing products, and we do not require any additional actions

from UK operators," the UK CAA said.

Among UK carriers, British Airways and Virgin Atlantic operate Boeing 787 aircraft.

The UK CAA issued the statement in response to media reports regarding its May safety bulletin on the potential unsafe condition involving fuel shut-off valves in Boeing aircraft. It said the safety notice was originally issued in 2015 and revised in May to update contact email address in the document.



Corporate Communications Directorate

BUSINESS LINE

DELHI

16 JULY 2025

Air India to partially restore overseas flights from August 1

Rohit Vaid
New Delhi

The Tata Group-promoted Air India will begin a phased restoration of its international schedule from August 1, 2025, following the 'safety pause' triggered by the June 12 crash of Flight AI171.

The airline had scaled back operations to conduct precautionary checks on its Boeing 787 fleet.

Besides, the 'safety pause'

aided Air India in adapting schedules that incorporated extended flying times due to ongoing airspace closures over Pakistan and some parts of West Asia.

On Tuesday, the airline said that, effective August, it will partially resume services on several international routes, with a full return to pre-pause schedules slated for October 1, 2025.

As part of the interim changes, Air India said that it will launch a new thrice-

weekly service between Ahmedabad and London Heathrow, replacing the current five-times-a-week link to London Gatwick.

The move marks a strategic shift in the airline's UK operations.

FULL RESTORATION

Some of the key reinstatements include full restoration of the Delhi-London Heathrow schedule to 24 weekly flights from July 16 and the resumption of cur-

tailed frequencies on Delhi-Zurich, Delhi-Tokyo Haneda, and Delhi-Seoul Incheon.

However, several routes will continue to operate at reduced frequencies through September.

These include major North American and European sectors such as Delhi-Chicago, Delhi-Toronto, Delhi-Paris, and Bengaluru-London, among others.

Notably, Delhi-Chicago will see a slight improvement

in August with four weekly flights instead of three.

Furthermore, a handful of routes remain suspended entirely through September, including Amritsar-London Gatwick, Goa (Mopa)-London Gatwick, and key Singapore connections from Bengaluru and Pune.

Despite the temporary cuts, Air India said it will be operating more than 525 international flights per week across 63 global destinations.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 JULY 2025

After US, UK cites no Boeing safety concerns

DEEPAK PATEL
New Delhi, 15 July

The UK's Civil Aviation Authority (CAA) on Tuesday said it had no technical concerns regarding Boeing aircraft or their fuel-control switches, aligning with the US Federal Aviation Administration (FAA), which over the weekend stated the issue did not warrant regulatory action.

The stand taken by the CAA and the FAA contrasts with the more cautious approach of India's Directorate General of Civil Aviation (DGCA) and South Korea's transport ministry, which have mandated inspections of fuel-control switches on Boeing aircraft following a preliminary report released on July 12 by India's Aircraft Accident Investigation Bureau (AAIB) into the crash of Air India flight AI171. Furthermore, some international carriers, including Etihad Airways and Singapore Airlines, have begun voluntary checks.

"While the Air India accident investigation is ongoing, we do not have any technical concern with regards to

Boeing products, and we do not require any additional actions from UK operators," the CAA told *Business Standard* in a written response.

The CAA is participating in the AI171 investigation, as 53 British nationals were among the 241 passengers who died when the Air India Boeing 787 crashed shortly after takeoff from Ahmedabad on June 12. Other victims included 169 Indian nationals, seven Portuguese citizens, and one Canadian.

THE STAND TAKEN BY THE CAA AND THE FAA CONTRASTS WITH THE MORE CAUTIOUS APPROACH OF THE DGCA AND SOUTH KOREA'S TRANSPORT MINISTRY, WHICH HAVE MANDATED INSPECTIONS OF FUEL CONTROL SWITCHES ON BOEING AIRCRAFT

On July 12, the FAA issued a Continued Airworthiness Notification stating that while the locking mechanism of the fuel control switches is similar across Boeing models, the agency does not consider the design to present an unsafe condition that would warrant an Airworthiness Directive. Boeing has likewise informed operators that it is not recommending any action at this time.

Turn to Page 6 ▶

■ A-1 looks to normalise international flight services from August 1

22 ▶

After US, UK cites no Boeing safety concerns

The DGCA, however, issued a directive on Monday requiring all domestic carriers to inspect the locking mechanism of fuel control switches on Boeing 737 and 787 aircraft by July 21.

Airlines have been instructed to submit inspection plans and post-inspection reports to the regulator. The directive does not apply to Boeing 777 aircraft, which use

a different type of fuel switch.

India's civil aviation regulator cited concerns regarding switches manufactured by Honeywell and referenced a 2018 FAA advisory that had flagged the potential for disengagement of the locking feature. The advisory was non-binding but recommended checks across multiple Boeing aircraft types.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 JULY 2025

A-I looks to normalise int'l flights from Aug 1

DEEPAK PATEL
New Delhi, 15 July

Air India on Tuesday announced partial restoration of its international flights, which were curtailed under a "safety pause" post the AI171 crash, with some frequencies returning from August 1 and full restoration targeted by October 1.

The first phase of the restoration will begin on August 1 and continue through September. During this period, a new route will be introduced— a thrice-a-week flight between Ahmedabad and London Heathrow, replacing the current five-times-weekly Ahmedabad-London Gatwick service, the airline said in a statement.

"With the partial restoration, Air India will operate more than 525 international flights per week on 63 short, long and ultra-long-haul

THE FIRST PHASE OF THE RESTORATION WILL BEGIN ON AUGUST 1 AND CONTINUE THROUGH SEPTEMBER. DURING THIS PERIOD, A NEW ROUTE WILL BE INTRODUCED— A THRICE-A-WEEK FLIGHT BETWEEN AHMEDABAD AND LONDON HEATHROW

routes," it said, adding that full restoration is planned from October 1.

The announcement comes days after India's Aircraft Accident Investigation Bureau (AAIB) released its preliminary report on the June 12 crash.

The report revealed that both engine fuel switches on the [Air India](#) Boeing 787 had moved from RUN to CUTOFF seconds after take-off from Ahmedabad, causing a loss of thrust and the subsequent crash. The tragedy

killed 241 people on board and 19 on the ground. The cause of the mid-air switch movement remains undetermined.

"Air India today announced the partial restoration of schedules that were reduced pursuant to its 'Safety Pause', taken following the tragic accident of AI171 on June 12, 2025," the airline said. "That pause enabled Air India to perform additional precautionary checks on its Boeing 787 aircraft as well as accommodating longer flying times arising from airspace closures over Pakistan and West Asia."

The airline will also reinstate flights on several curtailed routes. From July 16, all 24 weekly flights between Delhi and London Heathrow will operate as scheduled. Starting August 1, Delhi-Zurich will increase from four to five weekly flights, while Delhi-Tokyo Haneda will resume its full seven-weekly schedule.

पश्चिमी नियामकों को बोइंग पर कोई चिंता नहीं

दीपक पटेल
नई दिल्ली, 15 जुलाई



बोइंग विमान हादसे के बाद पश्चिमी देशों के विमान नियामकों ने कहा कि उन्हें बोइंग के विमानों में किसी तरह की तकनीकी चिंता नहीं है। दूसरी ओर भारत सहित सिंगापुर और अन्य एशियाई देशों ने इस हादसे की गंभीरता को समझते हुए बोइंग विमानों की जांच के निर्देश दिए हैं।

ब्रिटेन के विमान नियामक यूके सिविल एविएशन अथॉरिटी (सीए) ने आज बिजनेस स्टैंडर्ड को बताया कि उसे बोइंग विमानों या उनके फ्यूल कंट्रोल स्विचों को लेकर कोई तकनीकी चिंता नहीं है। इससे पहले बीते शनिवार को अमेरिका के फेडरल एविएशन एडमिनिस्ट्रेशन (एफए) ने भी कहा था कि इस मुद्दे पर किसी भी नियामकीय कार्रवाई की

आवश्यकता नहीं है।

सीए और एफए का यह रुख भारत के नागर विमानन महानिदेशालय (डीजीसीए) और दक्षिण कोरियाई सरकार द्वारा अपनाए गए अधिक सतर्क दृष्टिकोण के विपरीत है। एयर इंडिया एआई171 हादसे पर भारत के विमान

डीजीसीए ने दिए हैं जांच के आदेश

■ यूके सिविल एविएशन अथॉरिटी को विमानों के लिए तकनीकी चिंता नहीं

■ अमेरिकी नियामक भी बोइंग विमानों को लेकर चिंतित नहीं

भेजे जवाब में कहा, 'एयर इंडिया दुर्घटना की जांच जारी है लेकिन हमें बोइंग उत्पादों के संबंध में कोई तकनीकी चिंता नहीं है। ब्रिटेन की विमान कंपनियों को भी कोई अतिरिक्त कार्रवाई करने की आवश्यकता नहीं है।'

यह टिप्पणी ऐसे समय में आई है जब ब्रिटेन का सीए एयर इंडिया 171 दुर्घटना की जांच में शामिल रहा है क्योंकि पिछले महीने 12 जून को अहमदाबाद से लंदन के गैटविक हवाई अड्डे के लिए उड़ान भरने के महज कुछ सेकंड बाद ही एयर इंडिया बोइंग 787 के दुर्घटनाग्रस्त होने से मरने वाले 241 यात्रियों में 53 ब्रिटिश नागरिक शामिल थे। अन्य पीड़ितों में 169 भारतीय नागरिक, 7 पुर्तगाली नागरिक और एक कनाडाई नागरिक शामिल थे।

दुर्घटना जांच ब्यूरो (एएआईबी) द्वारा 12 जुलाई को जारी प्रारंभिक रिपोर्ट के बाद डीजीसीए और दक्षिण कोरियाई सरकार ने बोइंग विमानों में फ्यूल कंट्रोल स्विचों की जांच करना अनिवार्य कर दिया है।

ब्रिटेन के सीए ने बिजनेस स्टैंडर्ड को

(शेष पृष्ठ 3 पर)

पश्चिमी नियामकों को बोइंग पर चिंता नहीं

पृष्ठ 1 का शेष

12 जुलाई को एफए ने एक 'कंटीन्यूड एयरवर्दीनेस नोटिफिकेशन' जारी किया जिसमें कहा गया कि बोइंग के सभी विमानों में फ्यूल कंट्रोल स्विच लॉकिंग प्रणाली एक ही जैसी है लेकिन एजेंसी इसे ऐसी असुरक्षित स्थिति नहीं मानती है जिसके लिए दिशानिर्देश जारी किया जाए। बोइंग ने भी विमान कंपनियों को यह सूचित किया है कि वह फिलहाल किसी भी कार्रवाई की सिफारिश नहीं कर रहा है।

हालांकि भारत के डीजीसीए ने सोमवार को एक निर्देश जारी किया जिसमें सभी घरेलू विमान कंपनियों को 21 जुलाई तक बोइंग 737 और 787 विमानों की फ्यूल कंट्रोल स्विच की लॉकिंग प्रणाली की जांच करने की बात कही गई है। विमान कंपनियों को इसकी जांच कर नियामक को रिपोर्ट करने के लिए कहा गया है। इस निर्देश में बोइंग 777 विमानों को शामिल नहीं किया गया है क्योंकि उनमें अलग तरह का फ्यूल स्विच लगा है।

डीजीसीए ने कहा कि यह आदेश

हनीवेल द्वारा निर्मित स्विचों पर लागू होता है और उसने 2018 के एफए की उस एडवाइजरी का हवाला दिया जिसमें लॉकिंग फीचर के संभावित रूप से सिस्टम से अलगाव की चिंता जताई गई थी। हालांकि यह एडवाइजरी अनिवार्य नहीं थी लेकिन इसमें बोइंग के कई विमानों की जांच करने की सिफारिश की गई थी।

डीजीसीए का यह कदम भारत के एएआईबी की प्रारंभिक जांच रिपोर्ट के बाद आया है, जिसमें पाया गया कि एयर इंडिया की उड़ान एआई171 में दोनों फ्यूल कंट्रोल स्विच उड़ान के कुछ सेकंड बाद ही बंद हो गए थे जिससे दोनों इंजन फेल हो गए। दक्षिण कोरिया के परिवहन मंत्रालय ने भी कहा है कि वह 2018 की एफए की एडवाइजरी का पालन करेगा और जांच शुरू करेगा लेकिन उसने कोई समयसीमा नहीं बताई है।

इस बीच कुछ अंतरराष्ट्रीय विमान कंपनियों ने स्वेच्छा से एहतियाती कदम उठाए हैं। क्रेश रिपोर्ट जारी होने के बाद एतिहाद एयरवेज और सिंगापुर एयरलाइंस ने अपने बोइंग 787 विमानों के फ्यूल कंट्रोल स्विच की जांच शुरू कर दी है।



Corporate Communications Directorate

DESHBANDHU

DELHI

16 JULY 2025

इंडिगो का जेटस्टार के साथ कोडशेयर समझौता

नई दिल्ली। देश की सबसे बड़ी विमान सेवा कंपनी इंडिगो ने ऑस्ट्रेलिया और न्यूजीलैंड तक अपने उपभोक्ताओं की आसान कनेक्टिविटी उपलब्ध कराने के लिए ऑस्ट्रेलिया की किफायती एयरलाइंस जेटस्टार के साथ कोडशेयर समझौता किया है। इंडिगो ने मंगलवार को बताया कि उसके ग्राहक अब सिंगापुर, बैंकॉक और फुकुके के रास्ते ऑस्ट्रेलिया तथा न्यूजीलैंड के लिए टिकट बुक करा सकते हैं। इसके लिए बुकिंग 21 जुलाई से शुरू होगी जो 01 सितंबर या उससे आगे की यात्रा के लिए उपलब्ध होगी। इस समझौते के तहत यात्री इंडिगो की वेबसाइट पर दोनों नेटवर्कों के लिए एक ही टिकट बुक कराकर यात्रा कर सकते हैं। उन्हें एक बार ही चेकइन भी करना होगा। हालांकि इस समझौते को अभी नियामकीय मंजूरी मिलनी शेष है। जेटस्टार की सीईओ स्टेफनी दुली ने कहा कि दोनों एयरलाइंस के बीच इस साझेदारी से भारत से आने वाले पर्यटकों की संख्या बढ़ेगी।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

15 JULY 2025

Delhi airport issues travel advisory amid rains

TDG NETWORK
NEW DELHI

In view of the "inclement weather conditions," Delhi International Airport Limited (DIAL) on Monday advised passengers to consider alternative modes of transport, including Metro, to reach the airport and "avoid potential delays." A fresh spell of rains occurred in the national capital on Monday morning with the India Meteorological Department forecast of moderate to heavy rainfall in the entire Delhi and NCR on July 14.

"As per the Indian Meteorological Department's forecast, Delhi is experiencing inclement weather conditions. Our on-ground teams are working diligently with all stakeholders to ensure your journey remains hassle-free.

Passengers are advised to consider alternative modes of transport, including Delhi Metro, to reach the airport and avoid potential delays," the DIAL said in



Passengers are advised to consider alternative modes of transport, including Delhi Metro, to reach the airport and avoid potential delays," the DIAL said in the travel advisory.

the travel advisory. Delhi, on Sunday, also witnessed heavy rainfall leading to waterlogging and traffic congestion in many parts of the national capital. A traffic jam was witnessed at Rajiv Chowk as vehicular movement slowed down, following heavy rainfall.

Delhi has experienced incessant rainfall since Wednesday, causing waterlogging in several areas, including Bindapur in Uttam Nagar, where roads are submerged under water. Traffic also came to a standstill in many parts of the national capital following the heavy rainfall.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

15 JULY 2025

DGCA: Check fuel switches by July 21

NEW DELHI, DHNS: The Directorate General of Civil Aviation (DGCA) on Monday asked airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21, days after a preliminary probe report on the crash of Air India Boeing 787-8 Dreamliner in Ahmedabad found that fuel switches were cut off before the incident.

The DGCA directive came after it referred to a December 17, 2018 Special Airworthiness Information Bulletin (SAIB) issued by the Federal Aviation Administration (FAA) of the United States, which spoke about the potential disengagement of the fuel control switch locking feature on certain models of Boeing aircraft.

अहमदाबाद विमान हादसे में एएआइबी की शुरुआती रिपोर्ट पर पायलट फेडरेशन ने लगाया प्रश्नचिह्न, कहा-

एएआइबी की रिपोर्ट में कई सवाल, जवाब नहीं

नई दिल्ली, प्रेटर: अहमदाबाद विमान हादसे में एएआइबी की शुरुआती रिपोर्ट सामने आने के बाद लगातार सवाल उठाए जा रहे हैं। अब, इंटरनेशनल फेडरेशन ऑफ एयरलाइन पायलट्स एसोसिएशन (आइएफएएलपीए) ने कहा है कि विमान दुर्घटना जांच ब्यूरो (एएआइबी) की प्रारंभिक रिपोर्ट अपनी प्रकृति के अनुसार ही कई सवाल उठाती है लेकिन जवाब मुहैया नहीं कराती। संगठन ने इस मामले में सभी पक्षों से अटकलों से बचने का आग्रह किया है। हालांकि, प्रारंभिक रिपोर्ट में कोई निष्कर्ष नहीं निकाला गया है, लेकिन अटकलें लगाई जा रही हैं कि पायलट की संभावित गलती दुर्घटना का एक कारण हो सकती है।

पायलट फेडरेशन ने 14 जुलाई को एक बयान में कहा कि एएआइबी की प्रारंभिक रिपोर्ट जांच के सुचारु संचालन के लिए उपयुक्त नहीं है। संगठन के अनुसार, रिपोर्ट में स्पष्ट रूप से कहा गया है कि इस स्तर पर कोई सुरक्षा सुझाव नहीं दिए जा रहे हैं और वे दुर्घटना के लिए जिम्मेदार कारकों का पता लगाने के लिए काम कर रहे हैं। फेडरेशन का दावा है कि 100 देशों के एक लाख पायलट इसके सदस्य हैं। आइएफएएलपीए के सदस्य संगठन 'एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया' (एएलपीए) ने शनिवार को कहा कि जांच की दिशा

फेडरेशन ने अटकलों से बचने का किया आग्रह, कहा प्रारंभिक रिपोर्ट जांच के सुचारु संचालन के लिए उपयुक्त नहीं है



विमान हादसे की फाइल फोटो ●

पायलट की गलती की ओर झुकाव का संकेत देती है। संगठन ने इस धारणा को खारिज करते हुए निष्पक्ष और तथ्य आधारित जांच पर जोर दिया। पायलट फेडरेशन ने कहा कि प्रारंभिक रिपोर्ट शुरुआती चरणों में प्राप्त आंकड़ों पर आधारित होता है और इसमें केवल तथ्यात्मक जानकारी और जांच की प्रगति का संकेत होता है। उन्होंने सभी पक्षों से अटकलों से बचने और जांच को पूरी तरह से और उचित तरीके से चलने देने का आग्रह करते हुए कहा कि सभी को प्रारंभिक जानकारी के आधार पर निष्कर्ष निकालने से बचना चाहिए।

कुछ एयरलाइंस बोइंग के ईंधन सिंच की कर रही जांच: एअर इंडिया विमान दुर्घटना के बाद कुछ एयरलाइंस बोइंग के ईंधन सिंच की जांच शुरू कर दी है। इससे

कई अंतरराष्ट्रीय उड़ानें एक अगस्त से फिर शुरू होंगी

मुंबई, प्रेटर: अहमदाबाद विमान दुर्घटना के बाद विमानन कंपनी एअर इंडिया ने कुछ अंतरराष्ट्रीय उड़ानों को अस्थायी रूप से बंद कर दी थीं। अब एयरलाइन ने बयान जारी कर बताया है कि एक अगस्त 2025 से कुछ उड़ानें आंशिक रूप से बहाल की जाएंगी और एक अक्टूबर 2025 से सभी उड़ानें पूरी तरह से चालू कर दी जाएंगी। एअर इंडिया एक अगस्त से 30 सितंबर तक अहमदाबाद से लंदन के हीथ्रो के लिए तीन साप्ताहिक उड़ानें शुरू करेगी। ये उड़ानें गैटविक, लंदन की जगह लेंगी। एयरलाइन इस समय अहमदाबाद-लंदन गैटविक मार्ग पर पांच साप्ताहिक उड़ानें संचालित करती है। एअर इंडिया ने मंगलवार को उन उड़ानों की आंशिक बहाली का घोषणा की है।

एयरलाइन ने कहा कि इसके साथ ही अमृतसर-लंदन (गैटविक), गोवा-लंदन

- एक अक्टूबर से सभी उड़ानें पूरी तरह से चालू हो जाएंगी
- अहमदाबाद हादसे के बाद अस्थायी रूप से थीं बंद उड़ानें

(गैटविक), बेंगलुरु-सिंगापुर और पुणे-सिंगापुर के लिए उड़ान सेवाएं 30 सितंबर तक स्थगित रहेंगी।

एअर इंडिया एक अगस्त से 30 सितंबर तक अहमदाबाद और लंदन (हीथ्रो) के बीच तीन साप्ताहिक उड़ानें संचालित करेगी, जो इस समय अहमदाबाद और लंदन (गैटविक) के बीच संचालित होने वाली पांच साप्ताहिक उड़ानों की जगह लेगी। इसके अलावा, दिल्ली-लंदन (हीथ्रो) के लिए दो साप्ताहिक सेवाओं में कटौती की गई थी, जिन्हें 16 जुलाई से बहाल किया जा रहा है। 16 जुलाई से सभी 24 साप्ताहिक उड़ानें संचालित होंगी, जबकि दिल्ली-न्यूयॉर्क मार्ग पर

सेवाओं को बढ़ाकर साप्ताह में पांच उड़ान किया जाएगा, जो एक अगस्त से प्रभावी होगा। एअर इंडिया ने यह भी कहा कि वह दिल्ली-टोक्यो (हनेडा) मार्ग पर दो साप्ताहिक सेवाओं को बहाल करेगी, जिन्हें पहले कम कर दिया गया था। एक अगस्त से सभी सात साप्ताहिक उड़ानें संचालित होंगी। दिल्ली-सियोल (इंचियोन) मार्ग पर दो साप्ताहिक सेवाओं में कटौती की गई थी, जिन्हें एक सितंबर से बहाल किया जाएगा, जिससे सभी पांच साप्ताहिक उड़ानें संचालित होंगी। एयरलाइन ने कहा कि विमान के पूर्ण परिचालन की बहाली चरणबद्ध तरीके से की जा रही है। एअर इंडिया ने कहा कि आंशिक रूप से बहाल होने के साथ एअर इंडिया 63 छोटी, लंबी और अत्यधिक लंबी दूरी के मार्गों पर प्रति सप्ताह 525 से अधिक अंतरराष्ट्रीय उड़ानें संचालित करती है।

पहले भारत सरकार ने एयरलाइनों को बोइंग विमान माडलों पर ईंधन सिंच की जांच करने का आदेश दिया था। दक्षिण कोरिया ने भी मंगलवार को अपने एयरलाइनों को इसी तरह का आदेश दिया है।

दोनों देशों के अलावा अन्य देशों की एयरलाइनों द्वारा एहतियाती कदम तब उठाए गए जब विमान निर्माता और अमेरिकी संघीय विमानन प्रशासन ने हाल ही में एयरलाइनों और नियामकों को आश्वस्त किया

था कि बोइंग जेट विमानों के ईंधन सिंच लाक सुरक्षित हैं। एअर इंडिया विमान हादसे की प्रारंभिक रिपोर्ट में पाया गया कि उड़ान भरने के तुरंत बाद सिंच एक साथ रन स्थिति से कटआफ स्थिति में आ गए थे।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

16 JULY 2025

अंतरराष्ट्रीय पायलट फेडरेशन ने कहा- एएआइवी रिपोर्ट में उठ रहे कई सवाल

नई दिल्ली, प्रेट: अहमदाबाद विमान हादसे में एएआइवी की शुरुआती रिपोर्ट सामने आने के बाद लगातार सवाल उठाए जा रहे हैं। अब, इंटरनेशनल फेडरेशन आफ एयरलाइन पायलट्स एसोसिएशन (आइएफएएलपीए) ने कहा है कि विमान दुर्घटना जांच ब्यूरो (एएआइवी) की प्रारंभिक रिपोर्ट अपनी प्रकृति के अनुसार ही कई सवाल उठाती है लेकिन जवाब मुहैया नहीं कराती। संगठन ने इस मामले में सभी पक्षों से अटकलों से बचने का आग्रह किया है। हालांकि, प्रारंभिक रिपोर्ट में कोई निष्कर्ष नहीं निकाला गया है, लेकिन अटकलें लगाई जा रही हैं कि पायलट की संभावित गलती दुर्घटना का एक कारण हो सकती है।

पायलट फेडरेशन ने 14 जुलाई को एक बयान में कहा कि एएआइवी की प्रारंभिक रिपोर्ट जांच के सुचारू संचालन के लिए उपयुक्त नहीं है। संगठन के अनुसार, रिपोर्ट में स्पष्ट रूप से कहा गया है कि इस स्तर पर कोई सुरक्षा सुझाव नहीं दिए जा रहे हैं और वे दुर्घटना के लिए जिम्मेदार कारकों का पता लगाने के लिए काम कर रहे

अहमदाबाद विमान हादसे में एएआइवी की शुरुआती रिपोर्ट पर प्रश्नचिह्न

पायलट फेडरेशन ने सभी पक्षों से अटकलों से बचने का किया आग्रह

हैं। फेडरेशन का दावा है कि 100 देशों के एक लाख पायलट इसके सदस्य हैं। आइएफएएलपीए के सदस्य संगठन 'एयरलाइन पायलट्स एसोसिएशन आफ इंडिया' (एएलपीए) ने शनिवार को कहा कि जांच की दिशा पायलट की गलती की ओर झुकाव का संकेत देती है। संगठन ने इस धारणा को खारिज करते हुए निष्पक्ष और तथ्य आधारित जांच पर जोर दिया। पायलट फेडरेशन ने कहा कि प्रारंभिक रिपोर्ट शुरुआती चरणों में प्राप्त आंकड़ों पर आधारित होता है और इसमें केवल तथ्यात्मक जानकारी और जांच की प्रगति का संकेत होता है। उन्होंने सभी पक्षों से अटकलों से बचने और जांच को पूरी तरह से और उचित तरीके से चलने देने का आग्रह करते हुए कहा कि सभी को प्रारंभिक जानकारी के आधार पर निष्कर्ष निकालने से बचना चाहिए।



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THE ECONOMIC TIMES

DELHI

16 JULY 2025

■ AI to Resume Some Int'l Flights from Aug 1



NEW DELHI Air India said on Tuesday it will start resuming some flights on its international network

from August 1, curtailed in the aftermath of the June 12 plane crash in Ahmedabad. The airline will operate a thrice-weekly service between Ahmedabad and London Heathrow from August 1 through September 30, replacing the current five-times-a-week service to London Gatwick. The truncated schedule, instituted on June 20, was part of a 'safety pause' that included enhanced preflight inspections of the carrier's Boeing 787 and 777 planes, and the reallocation of widebody aircraft to ensure operational reliability. Last month, a Boeing 787 departing Ahmedabad for London Gatwick crashed seconds after takeoff, killing 241 on board the aircraft and 19 on the ground; only one passenger survived. Preliminary investigations indicate that both engine fuel-cutoff switches were disengaged shortly after liftoff, cutting fuel supply to both engines. Air India said the phased restoration aims to stabilise the schedule and reassure passengers while the accident investigation continues. Full restoration of the international network is expected by October, the airline said.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

16 JULY 2025

AI partially resumes international flights

REUTERS

Bengaluru, July 15

AIR INDIA SAID on Tuesday it would partially restore its international flight schedule that was scaled back following the crash involving its flight last month that killed 260 people.

As part of the restoration, Air India will start a thrice-weekly service between Ahmedabad and London Heathrow from August 1 to September 30, replacing the currently operating five-times-a-week flights

FULL RESTORATION IN OCT

■ Air India's international flight schedule was scaled back following the Ahmedabad crash

■ Full restoration is planned from October 1, 2025, Air India said

■ As part of the restoration, Air India will start a thrice-weekly service between Ahmedabad and London Heathrow



between Ahmedabad and London Gatwick.

A Boeing 787 Dreamliner bound for London from

Ahmedabad began to lose thrust and crashed shortly after takeoff on June 12. All but one of the 242 people on board and

19 others on the ground were killed.

Air India reduced some of its international flights following the crash as part of a 'safety pause' that the carrier said allowed it to perform additional precautionary checks on its Boeing 787 aircraft.

The partial service resumption will see some flights being restored from August 1, with full restoration planned from October 1, 2025, Air India said.

As part of the partial resumption, Air India has

reduced flights to some destinations in Europe and North America. These include reductions in the frequency of Delhi-to-Paris flights to seven times a week from 12, effective August 1.

Flights on the Delhi-Milan route have been reduced to three times a week from four earlier.

The frequency of flights from Mumbai and Delhi to New York JFK has been cut to six times a week from seven earlier, the airline said.

DGCA MOVE | Report on locking features to be submitted by July 21

Airlines ordered to inspect Boeing fuel control switches

Dhairya Gajara

MUMBAI

Two days after the preliminary report of the AI-171 crash highlighted that the transition of fuel supply switches caused the loss of fuel to both the engines, the director general of civil aviation (DGCA) has ordered airlines to initiate inspection of their aircraft fleet's fuel control switch locking feature. The airlines have been asked to complete the inspection by July 21 and submit the inspection plan and its report to the authority's regional offices.

"Strict adherence to the timeline is essential to ensure continued airworthiness and safety of operations," read the order issued by DGCA's director of



airworthiness.

On Saturday, the preliminary investigation report into the tragic crash of Air India's AI-171 aircraft in Ahmedabad, that killed 260 people, high-

lighted that the fuel supply switches for both the engines were disengaged causing the loss of fuel supply, seconds after take-off. However, the cause of the switch trans-

mission was not conveyed in the preliminary report.

While the aircraft accident investigation bureau (AAIB) did not suggest any recommendations to Boeing, the country's aviation watchdog issued an order for all the Boeing aircraft to undergo an inspection for the fuel supply switches.

The order, passed on Monday, has its history back in December 2018 when the federal aviation administration (FAA) of the US, in a special airworthiness information bulletin (SAIB), highlighted the potential for disengagement of the fuel control switch locking feature on multiple Boeing aircraft models.

No mechanical or maintenance issues: AI CEO
PTI

NEW DELHI

Air India CEO-MD Campbell Wilson said AAIB's report on the crash found no mechanical or maintenance issues with the aircraft or engines, and that all mandatory maintenance tasks had been completed. "There was no issue with the quality of fuel and no abnormality with the take-off roll. The pilots had passed pre-flight breathalyser and there were no observations on their medical status," he said in a mail to AI staff.

Airlines ordered...

The red flag was issued for 27 Boeing aircraft models, including the 787-8 Dreamliner aircraft, which crashed in Ahmedabad. DGCA issues mandatory modifications for aircraft, engines and components registered in India based on the airworthiness directives issued by the state of design and manufacture.

No mechanical...

Emphasising that the preliminary report identified no cause nor made any recommendations, Wilson urged everyone to avoid drawing premature conclusions as the investigation is far from over. "We will continue to co-operate with the investigators to ensure they have everything they need to conduct a thorough and comprehensive enquiry," he said.

Further, Wilson said out of an abundance of caution and under the oversight of regulator DGCA, every Boeing 787 aircraft operating in our fleet was checked within days of the accident and all were found fit for service.

"Until a final report or cause is tabled, there will no doubt be new rounds of speculation and more sensational headlines. We must nevertheless remain focused on our task and be true to the values that have powered Air India's transformation journey over the past three years – integrity, excellence, customer focus, innovation and teamwork," Wilson said in the letter.

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विमान दुर्घटना जांच शाखा की प्रारंभिक रिपोर्ट में खुलासे के बाद उठाया यह कदम

सभी बोइंग विमानों के फ्यूल स्विच लॉकिंग सिस्टम की जांच के निर्देश

हरिभूमि ब्यूरो नई दिल्ली

सकते में है विमानन उद्योग

पिछले महीने 12 जून को अहमदाबाद के सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से लंदन गैटविक के लिए उड़ान भरने वाली एयर इंडिया की फ्लाइट, बोइंग ड्रीमलाइनर, टेकऑफ के कुछ ही सेकंड बाद दुर्घटनाग्रस्त हो गई थी। इस हादसे में 242 यात्रियों और चालक दल के 241 लोग मारे गए, जबकि जमीन पर 19 लोगों की भी मौत हुई। भारत की विमान दुर्घटना जांच शाखा (एएआईबी) की प्रारंभिक रिपोर्ट में खुलासा हुआ कि टेकऑफ के तीन सेकंड बाद ही विमान के दोनों इंजनों के फ्यूल कंट्रोल स्विच 'रन' से 'कटऑफ' स्थिति में चले गए, जिसके कारण इंजनों को ईंधन की आपूर्ति रुक गई और विमान में जोर (थ्रस्ट) की कमी के चलते वह नीचे गिर गया। रिपोर्ट में यह भी बताया गया कि कॉकपिट में मौजूद एक पायलट ने दूसरे से पूछा कि उसने फ्यूल स्विच क्यों बंद किया, जिसका जवाब था कि उसने ऐसा नहीं किया। इस घटना ने फ्यूल स्विच लॉकिंग सिस्टम की विश्ववसनीयता पर सवाल खड़े किए हैं।

एयर इंडिया की प्रतिक्रिया

एयर इंडिया ने हादसे के बाद अपने बोइंग 787 और 737 विमानों के फ्यूल स्विच लॉकिंग मैकेनिज्म की जांच शुरू कर दी है। एयर इंडिया ने अपने आधे से अधिक 787 ड्रीमलाइनर और लगभग सभी 737 विमानों की जांच पूरी कर ली है, और अब तक कोई खामी नहीं पाई गई है। जांच अगले एक-दो दिनों में पूरी होने का उम्मीद है।

विशेषज्ञों की राय

विमानन विशेषज्ञों का कहना है कि दोनों फ्यूल स्विच का एक सेकंड के अंतराल में 'कटऑफ' स्थिति में चले जाना असामान्य है। विमानन विशेषज्ञ जॉन नैन्स ने कहा कि एक पायलट सामान्य परिस्थितियों में उड़ान के दौरान, खासकर टेकऑफ के समय, स्विच को बंद नहीं करेगा। वहीं, विशेषज्ञ एंथनी बिकहाउस ने सवाल उठाया कि यदि पायलट ने स्विच को जानबूझकर बंद किया, तो इसका कारण क्या था? कुछ विशेषज्ञों का यह भी मानना है कि मारी कंपनी या टर्बुलेंस के कारण, यदि लॉकिंग मैकेनिज्म पहले से ही खराब हो, तो स्विच गलती से हिल सकता है। हालांकि, ज्यादातर पायलटों का कहना है कि दोनों स्विच का एक साथ गलती से हिलना लगभग असंभव है, क्योंकि ये स्विच सर्किट-लोडेड और स्टॉप लॉक से सुरक्षित होते हैं। बहरहाल, विमान हादसे की मिस्ट्री को सुलझाने का कोशिश की जा रही है।

सभी बोइंग विमानों के फ्यूल...

का निर्देश दिया है।

दुर्घटना के बाद एक्शन में डीजीसीए : प्रारंभिक जांच में यह तथ्य सामने आया कि 2018 में अमेरिकी फेडरल एविएशन एडमिनिस्ट्रेशन ने बोइंग के कई मॉडलों के फ्यूल कंट्रोल स्विच के लॉकिंग फीचर की जांच करने की सलाह दी थी। यह सलाह इसलिए दी गई थी क्योंकि कुछ बोइंग विमानों में लॉकिंग फीचर के डिसएंगेज होने की शिकायतें मिली थीं, जिससे स्विच को गलती से या कंपनी के कारण हिलने का खतरा था। हालांकि, यह सलाह अनिवार्य नहीं थी, और एयर इंडिया ने इसकी अनदेखी की थी क्योंकि यह केवल सलाह थी, न कि अनिवार्य निर्देश। इस हादसे के बाद डीजीसीए ने तुरंत कदम उठाते हुए सभी बोइंग 787 और 737 विमानों में फ्यूल स्विच लॉकिंग सिस्टम की जांच का आदेश दिया। डीजीसीए ने कहा कि यह सुनिश्चित करना जरूरी है कि लॉकिंग मैकेनिज्म ठीक तरह से काम कर रहा हो ताकि स्विच को गलती से 'कटऑफ' स्थिति में न ले जाया जा सके। इसके

न ले जाया जा सके। इसके अलावा विमानों, उनके इंजनों और संबंधित कंपोनेंट्स में जरूरी बदलाव करने के भी निर्देश दिए गए हैं।

अंतरराष्ट्रीय स्तर पर भी कार्रवाई : भारत के इस कदम के बाद दक्षिण कोरिया और संयुक्त अरब अमीरात ने भी अपने देशों में संचालित बोइंग विमानों के फ्यूल स्विच की जांच का फैसला किया है। दक्षिण कोरिया ने अपने सभी एयरलाइंस को बोइंग विमानों की जांच के लिए निर्देश जारी करने की योजना बनाई है, जबकि एतिहाद एयरलाइंस ने अपने पायलटों को पहले ही इस संबंध में निर्देश दिए हैं।

भारत के नागर विमानन महानिदेशालय (डीजीसीए) ने देश में संचालित होने वाली सभी एयरलाइंस को बोइंग विमानों के फ्यूल स्विच लॉकिंग सिस्टम की जांच करने का आदेश जारी किया है। यह निर्देश हाल ही में हुए एयर इंडिया के बोइंग 787-8 ड्रीमलाइनर विमान हादसे के बाद आया है, जिसमें 260 लोगों की मौत हो गई थी। डीजीसीए ने एयरलाइंस को 21 जुलाई तक यह जांच पूरी करने और रिपोर्ट सौंपने **शेष पेज 5 पर**



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 JULY 2025

AI to partially restore flights from Aug 1 after 'safety pause'

New Delhi: Air India will, from Aug 1, partially resume flights that were slashed after the June 12 Ahmedabad crash. Full restoration of the schedule is expected from Oct 1.

Terming it a "safety pause," AI Tuesday said the cuts enabled it to "perform additional precautionary checks on B-787 aircraft as well as accommodating longer flying times arising from airspace closures over Pakistan and Middle East."

Between Aug 1 and Sept 30, Air India will operate thrice weekly between Ahmedabad and London Heathrow, replacing the current five weekly flights between Ahmedabad and London (Gatwick), the airline said in a statement.

"Schedule reductions taken as part of safety pause had been implemented until July 31, and restoration to full operation is being phased. Some services initially planned to operate between Aug 1 and Sept 30, 2025, will be removed from the schedule. AI is proactively contacting affected passengers to offer re-booking on alternative flights or a full refund, as per their preference. AI apologises for the inconvenience," it said.

Routes that'll remain suspended till Sept 30 include Amritsar-London (Gatwick); Goa-London (Gatwick); Bengaluru-Singapore; Pune-Singapore. THE

All Boeing 787s found fit to fly, says Air India CEO

Preliminary probe report provided more clarity and opened up new questions, Wilson tells staff; he says the report did not find mechanical or maintenance issues with the aircraft or engines

Jagriti Chandra
NEW DELHI

Every Boeing 787 aircraft in Air India's fleet has undergone checks since last month's deadly crash, and has been found fit to fly, Air India CEO Campbell Wilson said in an internal communication to employees on Monday.

He also pointed out that the preliminary report into the accident did not find any mechanical or maintenance issues with the aircraft or engines, and warned against drawing any "premature conclusions".

"Every Boeing 787 aircraft operating in our fleet was checked within days of the accident and all were found fit for service. We continue to perform all necessary checks, as we will any new ones that authorities may suggest," the CEO said in a message posted on an internal portal.

He reiterated that the "preliminary report found no mechanical or maintenance issues with the aircraft or engines, and that all mandatory maintenance tasks had been completed".

The report of the Aircraft Accident Investiga-



Welcomed into service: Air India's first Boeing 787 Dreamliner aircraft gets a water canon salute on its arrival at the Indira Gandhi International Airport in New Delhi in September 2012. FILE PHOTO

The report of the AAIB had described the chronology of events leading to the crash on June 12

tion Bureau was released late on July 11. It described the chronology of events leading to the double engine shutdown that precipitated the crash on June 12, killing 260 people.

'More clarity'

Mr. Wilson acknowledged concerns raised by the report, which have led to widespread speculation re-

garding the deliberate or erroneous movement of the switches that regulate fuel supply to the two engines. The report has "provided both greater clarity and opened additional questions", he said.

He also sought to put some doubts to rest. "The Preliminary Report identified no cause nor made any recommendations, so I urge everyone to avoid drawing premature conclusions as the investigation is far from over. We will continue to co-operate with the investigators to ensure they have everything they need to conduct a

thorough and comprehensive enquiry," the CEO's message said.

Earlier, in the hours following the release of the interim report on Friday, the Air India's senior vice-president for flight operations, Manish Uppal, wrote to the airline's pilots, encouraging them to openly approach the senior leadership if they had questions about the findings.

He also acknowledged a range of emotional reactions to the crash, including "sorrow and even anger", and offered support resources, including company psychologists.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

16 JULY 2025

Curtailed post-crash, A-I to start restoring international flight schedule from Aug 1

SUKALP SHARMA
NEW DELHI, JULY 15

AIR INDIA will start from August 1 partial restoration of its international wide-body schedule that had been truncated by about 15% due to the airline taking a "safety pause" after AI 171 crash on June 12 of its Ahmedabad-London Gatwick flight operated by a Boeing 787 aircraft. The full restoration is expected from October.

It comes a few days after the preliminary report into the crash, which killed 260 people, came out. The report identified the primary trigger of the accident—both engine fuel control switches transitioning from 'RUN' to 'CUTOFF' in quick succession moments after lift-off. The causes behind transition are what the investigators are now focussing on.

Apart from enhanced safety inspections of the A-I's Boeing 787 fleet mandated by DGCA after the crash, the airline also decided to do its own voluntary checks and adopt a cautious approach in flight operations, leading to delays and cancellations in the week that followed the crash. Airspace closures over Pakistan and parts of West Asia and night curfews at several overseas airports compounded the disruption. The Tata group airline had announced on June 18 it was cutting wide-body international flights by 15%.

"That (safety) pause enabled

Air India to perform additional precautionary checks on its Boeing 787 aircraft as well as accommodating longer flying times arising from airspace closures over Pakistan and the Middle East. The partial resumption will see restoration of some frequencies from 1st August, relative to July, with full restoration planned from 1st October 2025," the airline said Tuesday in a release.

The restoration will also see a few changes from the earlier schedule. For instance, the five-times-a-week Ahmedabad-London Gatwick service will be replaced by a thrice-weekly service to London Heathrow from August 1.

Delhi-London Heathrow and Delhi-Zurich flight frequencies are being reinstated to weekly 24 flights and five flights, respectively. Delhi-Tokyo Haneda and Delhi-Seoul flights, whose weekly frequencies was reduced by two flights each, are being reinstated to seven and five weekly flights, respectively. The airline is also reinstating its thrice-weekly Delhi-Nairobi service till August-end, after which it will be suspended for the whole of September.

"As schedule reductions taken as part of the Safety Pause had been implemented until 31 July 2025 and the restoration to full operation is being phased, some services initially planned to operate between 1 August and 30 September 2025 will be removed from schedule," the airline said.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

16 JULY 2025

UK AVIATION REGULATOR SAYS SAFETY NOTICE A DECADE OLD

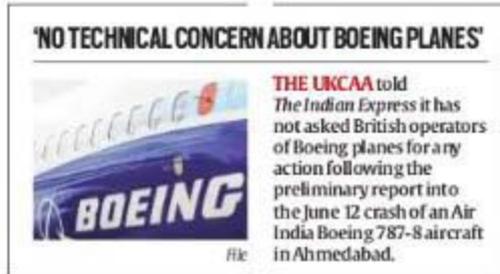
'Boeing jet fuel valves notice reposted in May only to reflect contact information change'

SUKALP SHARMA
NEW DELHI, JULY 15

THE BRITISH aviation regulator, UK Civil Aviation Authority (CAA), did not issue any safety notice in May this year mandating inspection of Boeing aircraft due to concerns over fuel shutoff valves.

The notice that has been quoted in some reports and is doing rounds on social media was originally issued in 2015, and was re-uploaded on the CAA website on May 15 this year to just reflect a change in the agency's contact information, the CAA clarified to *The Indian Express*.

The CAA also said that it has no technical concern about Boeing aircraft and has not asked British operators of Boeing planes for any action following the preliminary report into the June 12 crash of an Air India



'NO TECHNICAL CONCERN ABOUT BOEING PLANES'

THE UKCAA told *The Indian Express* it has not asked British operators of Boeing planes for any action following the preliminary report into the June 12 crash of an Air India Boeing 787-8 aircraft in Ahmedabad.

Boeing 787-8 aircraft in Ahmedabad. "To clarify that the safety notice (Number SN-2015/005) was issued in 2015. The document was updated on May 15, 2025 to update the contact email address on the document... Due to the update to the contact email address, our website published the document as if it was a new document," a CAA spokesperson said in response to queries on the issue, clearing confusion.

Given the public discourse around the Air India crash and the recently-released preliminary investigation report that identified fuel supply cut-off as the primary trigger for the accident, the said safety notice pertaining to fuel shutoff valves on various Boeing aircraft including the 787 led to considerable speculation in sections of the Indian news media and social media.

The Indian Express compared both versions of the safety notice

SN-2015/005, and found them to be the same, with the exception of the email address mentioned.

"Whilst the Air India accident investigation is ongoing, we do not have any technical concern with regards to Boeing products and we do not require any additional actions from UK operators," the CAA spokesperson said in response to queries on whether the UK regulator is going to direct British carriers to conduct checks on their Boeing aircraft.

With the probe into the Air India crash focusing on the engine fuel control switches, India's aviation safety regulator, the DGCA has asked for inspection of the switches' locking mechanism on most of the India-registered Boeing commercial aircraft by July 21 in line with the SAIB issued by the US Federal FAA in December 2018.

FULL REPORT ON
www.indianexpress.com



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MILLENNIUM POST

DELHI

16 JULY 2025

Air India to operate 3 weekly flights to London Heathrow from August 1, replacing Gatwick

Suspension of services on Amritsar-London (Gatwick), Goa (Mopa)-London (Gatwick), Bengaluru-Singapore and Pune-Singapore to continue till Sept 30

MPOST BUREAU

MUMBAI: Air India has said that it will operate flight services between Ahmedabad and London Heathrow from August 1, replacing the existing Ahmedabad-Gatwick route, and announced a partial resumption of services on domestic and international routes, which it had suspended last month after the fatal Boeing 787-8 plane crash.

At the same time, the suspension of services on Amritsar-London (Gatwick), Goa (Mopa)-London (Gatwick), Bengaluru-Singapore and Pune-Singapore would continue till September 30, the airline said.

The Tata Group airline had last month decided to observe a



“Safety Pause” in the aftermath of the June 12 Boeing 787-8 plane crash that killed 260 people.

The partial resumption will see restoration of some frequencies from August 1, relative to July, with full restoration planned from October 1, Air India said.

On June 12, the London-bound Boeing 787 Dream-

liner began to lose thrust within seconds of taking off from the Ahmedabad Airport and ploughed into a medical college hostel, killing all but one of the 242 onboard and another 19 on the ground in the deadliest aviation accident in a decade.

The airline said that the pause enabled it to perform additional precautionary checks

on its Boeing 787 aircraft as well as accommodate longer flying times arising from airspace closures over Pakistan and the Middle East. From August 1 to September 30, Air India will operate flights three times a week between Ahmedabad and London (Heathrow), replacing currently operating 5x weekly flights between Ahmedabad and London (Gatwick), the Tata Group-owned airline said.

Besides, the two-weekly services that were curtailed on the Delhi-London (Heathrow) are being reinstated from July 16, with all 24x weekly flights operating from July 16 onwards while the Services on the Delhi-Zurich route will be increased to 5x weekly, effective August 1 from

four weekly services at present.

Air India also said that it will reinstate two weekly services on the Delhi-Tokyo (Haneda) route, which were earlier curtailed, with all 7x weekly flights operating from August 1 onwards, while the two weekly services which were reduced on the Delhi-Seoul (Incheon) route will be reinstated from September 1, which will see all 5x weekly flights in operations.

As the schedule reductions taken as part of the Safety Pause had been implemented until 31 July and the restoration to full operation is being phased, some services initially planned to operate between August 1 and 30 September will be removed from the schedule, the airline said.

Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 JULY 2025

Woman, daughter booked for ruckus on Delhi-Mumbai flight

S LALITHA @ New Delhi

A mother-daughter duo has been booked for creating panic aboard a SpiceJet flight from Delhi to Mumbai on Monday evening, after allegedly banging on the cockpit door and disrupting operations, causing anxious moments for 190 passengers.

The incident occurred on board SG 9282, a Boeing 737 aircraft, which was originally scheduled to depart at 12 noon but had already been rescheduled to 4.30 pm.

As the plane began taxiing for take-off, the two women began yelling that the air-conditioning was inadequate and unfastened their seatbelts to rush toward the cockpit, sources said.

"They began banging on the cockpit door, demanding it be opened. The cabin crew attempted to restrain them, but the duo elbowed their way through," said a source. The cockpit remained locked and one of the pilots made an announcement urging the women to return to their seats. The flight had to be taken back to the bay and the passen-

'Despite requests, they refused to return to seats'

In a statement, the airline said, "Despite repeated requests by the cabin crew, fellow passengers, and the Captain, they refused to return to their seats. In the interest of the safety of all passengers and crew, the Captain decided to return the aircraft to the bay, and the passengers were offloaded. They were subsequently handed over to the CISF." A case has been filed in the matter, said authorities.

gers were delayed further. The flight finally departed around 7.15 pm.

According to the sources, the co-passengers were visibly disturbed, with some demanding the women either calm down or deboard. Concerned over the safety breach, the airline decided to offload the pair, handed them over to the CISF, and filed a police complaint.

"This kind of violent behaviour cannot be tolerated," a source said, adding that the airline filed a police complaint against the family. The Delhi Police is investigating the case, and further action will be taken based on the findings.





Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 JULY 2025

Air India to partially restore overseas flights from Aug 1

ENS ECONOMIC BUREAU @NewDelhi

AIR INDIA is partially restoring its overseas flight schedule, which had been curtailed under a "safety pause following the tragic accident of AI171 on June 12, 2025. The partial resumption will see restoration of frequencies from 1st August, relative to July, with full restoration planned from 1st October 2025.

The Tata Group airline's decision to restore its overseas flights comes days after India's Aircraft Accident Investigation Bureau (AAIB) published its report on the fatal Air India plane crash that killed 260 people in Ahmedabad. The report, re-



leased Saturday night, stated both engine fuel switches had moved to the "CUTOFF" position seconds after takeoff, leading to a loss of thrust and the eventual crash.

Air India said on Tuesday safety pause enabled them to perform additional precautionary checks on its Boeing 787 aircraft as well as accommodate longer flying times arising from airspace closures over Pakistan and the Middle East. From August 1 to September 30, Air India will operate 3x weekly flights between Ahmedabad and London (Heathrow), replacing currently operating 5x weekly flights between Ahmedabad and London (Gatwick).

आधे से ज्यादा बोइंग विमानों की जांच पूरी, अब तक सब ठीक AI एक्सप्रेस के 75, एयर इंडिया के 30 विमानों की जांच

Maneesh Aggarwal

@timesofindia.com

■ नई दिल्ली : भारत की तमाम एयरलाइंस द्वारा इस्तेमाल किए जा रहे बोइंग के सभी मॉडल के करीब 190 एयरक्राफ्ट में से सबसे पहले एयर इंडिया एक्सप्रेस ने अपने बेड़े के सभी 75 बोइंग एयरक्राफ्ट के फ्यूल कंट्रोल स्विच की जांच पूरी कर ली है। दूसरे नंबर पर एयर इंडिया ने अपने बोइंग बेड़े के 57 वाइड बॉडी एयरक्राफ्ट में से करीब 30 की जांच पूरी कर ली है। एयरलाइंस का दावा है कि जांच संतोषजनक रही, अभी तक बोइंग के किसी भी प्लेन के फ्यूल स्विच में कोई बड़ी गंभीर कमी सामने नहीं आई।

एयर इंडिया और एयर इंडिया एक्सप्रेस के अलावा भारत की एयरलाइंस स्पाइसजेट के पास बोइंग के 27 और अकासा के पास 30 एयरक्राफ्ट हैं। इंडिगो के पास भी बोइंग का एक 787 प्लेन है। यह विदेशी एयरलाइंस का येट लीज पर लिया गया प्लेन है, जो डीजीसीए के दायरे में नहीं आता। स्पाइसजेट और अकासा भी अपने बोइंग प्लेनों की जांच कर रही हैं। तमाम एयरलाइंस अपने बोइंग विमानों के फ्यूल स्विच की जांच डीजीसीए के उस आदेश के बाद कर रही हैं। इसमें अहमदाबाद में 12 जून को एयर इंडिया की क्रेश हुई फ्लाइट के बाद जांच एजेंसी एएआईबी की आरंभिक रिपोर्ट में बोइंग के उस 787-8 प्लेन के फ्यूल कंट्रोल स्विच के अचानक ऑन से ऑफ मोड में जाना बताया गया है। इससे हवाई जहाज के दोनों इंजनों की फ्यूल सप्लाई रुक गई थी और नतीजतन प्लेन क्रेश हो गया था।



अहमदाबाद में 12 जून को एयर इंडिया का ड्रीमलाइनर क्रेश हो गया था।

5 साल में 65 फ्लाइट्स के इंजन बंद

■ NBT रिपोर्ट: भारत में पिछले पांच साल में 65 फ्लाइट्स में उड़ान के दौरान हवा में या टेकऑफ करते समय इंजन बंद हुए। इससे पता चलता है कि हर महीने कम से कम एक विमान का इंजन बंद हुआ। हालांकि, सभी मामलों में फायलट एक ही इंजन से विमान को नजदीकी एयरपोर्ट तक पहुंचाने में

सफल रहे। टाइम्स ऑफ इंडिया की रिपोर्ट के मुताबिक, ये जानकारी डायरेक्टोरेट जनरल ऑफ सिविल एविएशन से सूचना के अधिकार (RTI) के तहत मिली है। रिपोर्ट से यह भी पता चला कि 1 जनवरी, 2024 से 31 मई, 2025 के बीच 17 महीनों में 11 फ्लाइट्स से 'मेडे' कॉल आई।

फ्यूल स्विच को लेकर किया था अलर्ट

■ NBT रिपोर्ट: एयर इंडिया विमान हादसे से चार हफ्ते पहले ब्रिटेन की सिविल एविएशन अथॉरिटी (CAA) ने बोइंग के कई विमानों में फ्यूल कंट्रोल स्विच की खामी को लेकर चेतावनी जारी की थी। CAA ने इन स्विचों की रोजाना जांच करने के आदेश दिए थे। इसने 15 मई को ही एक सुरक्षा नोटिस जारी किया था।

इसमें अमेरिकी विमान निर्माता कंपनी बोइंग के 787 ड्रीमलाइनर समेत पांच मॉडलों के आपरेटर्स को अमेरिकी फेडरल एविएशन अथॉरिटी (FAA) के एयरवर्दीनेस डायरेक्टिव अनुसार इसकी समीक्षा करने के लिए कहा गया था। FAA का एयरवर्दीनेस डायरेक्टिव कानूनी रूप से लागू होने वाला एक नियम है।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

16 JULY 2025

गैटविक लंदन की जगह हीथ्रो के लिए 3 उड़ानें

■ **भाषा, मुंबई:** एयर इंडिया ने मंगलवार को कहा कि वह एक अगस्त से 30 सितंबर तक अहमदाबाद से लंदन के हीथ्रो के लिए तीन साप्ताहिक उड़ानें संचालित करेगी। ये उड़ानें गैटविक, लंदन की जगह लेगी। एयरलाइन इस समय अहमदाबाद-लंदन गैटविक मार्ग पर पांच साप्ताहिक उड़ानें संचालित करती है। इसके अलावा, एयर इंडिया ने उन उड़ानों की समय-सारिणी को आंशिक रूप से बहाल करने की घोषणा की है, जिन्हें 12 जून को हुए बोइंग 787-8 विमान हादसे के बाद 'सुरक्षा विराम' के चलते कम कर दिया गया था।

महिला यात्रियों के हंगामे के बाद रनवे से वापस लौटा स्पाइसजेट का विमान

दिल्ली से मुंबई जा रहे विमान में एसी न चलने से नाराज थे यात्री



नई दिल्ली, 15 जुलाई (नवोदय टाइम्स): इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट पर सोमवार को दिल्ली से मुंबई जा रहे स्पाइस जेट की फ्लाइट में एसी न चलने से परेशान यात्रियों ने जमकर हंगामा किया। दो महिला यात्री द्वारा एसी चलाए जाने की मांग को लेकर विमान में मौजूद यात्री भी दो गुटों में बंट गए। रनवे की तरफ बढ़ रहे विमान को हंगामा बढ़ने पर वापस बे में लाया गया। एयरलाइंस की सूचना पर सुरक्षा स्टाफ भी

मौके पर पहुंचा। इसके बाद दो महिला यात्रियों को विमान से उतारकर सीआईएसएफ के सुपुर्द किया गया। वहीं, इस मामले में स्पाइस जेट का कहना है कि दोनों यात्री कॉकपिट में घुसने का प्रयास कर रहे थे। क्रू सदस्य व सहयात्रियों द्वारा समझाने पर भी वह नहीं माने तो पायलट ने विमान को वापस लौटा लिया।

वायरल हुआ वीडियो

इस पूरे मामले का एक वीडियो भी सोशल मीडिया पर वायरल हो रहा है। वीडियो में दिखाई दे रहा है कि यात्रियों का एक वर्ग एसी न चलने पर हंगामा कर रहे लोगों से बैठने के लिए कह रहे हैं। एक यात्री कहता है कि आप इस तरह विमान को नहीं रोक सकते। यह गैरकानूनी है। तभी कैबिन के पिछले हिस्से से जवाब मिलता है कि एसी चला दे हम बैठ जाएंगे। इसके बाद कुछ यात्री कैबिन क्रू से सीआईएसएफ को बुलाने और न जाने वाले लोगों को उतारने की बात कहते सुने गए। एक यात्री कहता है कि जो नहीं जाना चाहते वह उतर जाएं।

स्पाइसजेट की फ्लाइट संख्या एसजी-9282 को सोमवार दिन में 12.30 बजे उड़ान भरनी थी। मगर शाम करीब पौने पांच बजे यात्रियों को विमान में बिठाया गया। यात्रियों का कहना था कि विमान में बैठते समय भी एसी नहीं चल रहा था। काफी देर बाद भी एसी नहीं चला तो परेशानी होनी शुरू हुई। क्रू सदस्यों

कंपनी ने दी सीआईएसएफ को सूचना

पायलट द्वारा विमान में यात्रियों की सूचना मिलने के बाद कंपनी की तरफ से सीआईएसएफ को पूरे घटनाक्रम से अवगत कराया गया। जिसके बाद बे पर पहुंचे विमान से दो महिला यात्रियों को नीचे उतार लिया गया। दोनों यात्रियों को एयरपोर्ट पुलिस को सौंप दिया गया।

लगभग सात घंटे बाद रवाना हुई फ्लाइट

यात्रियों के हंगामे के बाद पहले से लेट फ्लाइट करीब सात घंटे बाद शाम करीब 7.21 पर मुंबई के लिए रवाना हुई। वहीं इस मामले में स्पाइसजेट का कहना है कि दो महिला यात्रियों ने कॉकपिट में घुसने की कोशिश की तथा उड़ान गतिविधियों में व्यवधान पैदा करने की कोशिश की।

से एसी चलाए जाने का आग्रह किया जाने लगा। आश्वासन के बाद भी एसी चालू नहीं

हुआ। इसके बाद जब विमान रनवे की तरफ बढ़ने लगा तो यात्रियों ने हंगामा कर दिया।



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

16 JULY 2025

20 को हिंडन से इंदौर के लिए सीधी फ्लाइट

■ एनसीआर के लोगों को होगा विशेष लाभ

गाजियाबाद, 15 जुलाई (नवोदय टाइम्स)। गाजियाबाद से इंदौर के लिए जल्द ही सीधी उड़ान शुरू होगी। गाजियाबाद हिंडन एयरपोर्ट से इंदौर एयरपोर्ट के लिए 20 जुलाई से सीधी उड़ान शुरू होने की तैयारी है। इसके शुरू होने से पश्चिम उत्तर प्रदेश और नोएडा के अलावा नई दिल्ली से इंदौर जाने वाले यात्रियों को अतिरिक्त यात्रा विकल्प मिलेगा।



20 जुलाई से गाजियाबाद से इंदौर एयरपोर्ट के लिए सीधी उड़ान शुरू होने जा रही है। इंडिगो कंपनी ने करीब एक माह पहले इसकी घोषणा करते हुए बुकिंग शुरू कर दी थी।

यह उड़ान प्रतिदिन संचालित होगी। जो गाजियाबाद से दोपहर में इंदौर के लिए उड़ान भरेगी और शाम को वापस

फ्लाइट का शेड्यूल

गाजियाबाद-इंदौर :फ्लाइट 6ई 2558
गाजियाबाद से दोपहर 2.10 बजे रवाना होकर दोपहर 3.30 बजे इंदौर एयरपोर्ट पहुंचेगी इसके बाद इंदौर-गाजियाबाद : फ्लाइट 6ई 2559 इंदौर से शाम 4 बजे रवाना होगी और शाम 5.20 बजे गाजियाबाद पहुंचेगी।

इंदौर से हिंडन गाजियाबाद के लिए रवाना होगी। नई उड़ान शुरू होने से गाजियाबाद और इंदौर के व्यापारियों को लाभ होगा।



Corporate Communications Directorate

THE PIONEER

DELHI

16 JULY 2025

UK issued Boeing risk weeks before AI crash

RAJESH KUMAR
New Delhi

As the Aircraft Accident Investigation Bureau (AAIB) in its preliminary investigation report focused on fuel control switches that killed 260 people, it has now emerged that the UK Civil Aviation Authority (CAA) had updated about similar fuel system issues on Boeing aircraft just four weeks earlier.

The UK Civil Aviation Authority's (CAA) Safety Notice SN-2015/005, issued on May 15, 2025, advised all Boeing 737, 757, 767, 777 and 787 operators to review US FAA Airworthiness Directives (AD) and implement immediate inspections or replacements. It stressed the importance of ensuring compliance through either engineering teams or flight crews and mandated updates to flight operations manuals.

"The FAA has issued an Airworthiness Directive addressing a potential unsafe condition affecting fuel shut-off valves," it said. The UK

WORLD PILOT BODY URGES REFRAIN

New Delhi: Taking note of AAIB's preliminary report into the Air India plane crash last month, the International Federation of Air Line Pilots' Associations (IFALPA) has urged all parties to refrain from speculations. "Whilst this preliminary report by its very nature raises many questions, it does not provide answers, and any extrapolation of its content can only be regarded as guesswork, which is not helpful to the good conduct of the investigation," the IFALPA said in a statement on July 14. IFALPA claims to have 1 lakh pilots as its members from across 100 countries.

CAA has clarified that Boeing Safety Notice Was an Administrative Update not as warning.

"Operators of Boeing aircraft should immediately make themselves aware of the relevant AD and establish whether it affects any of their aircraft."

Continued on » P4

UK issued Boeing risk weeks before AI...

Continued from » P1 Less than a month later, on June 12, the London-bound Air India Dreamliner crashed moments after take-off from Ahmedabad, killing 260 people. This Safety Notice (SN) provides the process which will enable operators to utilise Flight Crew to carry out the tasks that are required on a daily basis, where this is permitted in the applicable AD. The Continuing Airworthiness Management Organisation (CAMO) for operators of Boeing B737, B757, B767, B777, B787 aircraft should immediately make themselves aware of the relevant

AD and establish whether it affects any of their aircraft.

According to Safety Notice, for those aircraft where the AD requires daily checks to be performed, operators have an option for this to be accomplished by either engineering or by Flight Crew. Where an operator decides that the daily checks will be accomplished by engineering then each check must be correctly actioned and recorded to demonstrate compliance with the AD.

The matter came to the fore after the Aircraft Accident Investigation Bureau (AAIB) in its preliminary investigation

report noted in its preliminary report on the Air India crash that fuel control switches, which regulate the flow of fuel to each engine, unexpectedly moved to "CUTOFF" shortly after liftoff, which caused both engines to shut down.

In response to the AAIB findings, the Directorate General Civil Aviation (DGCA) has directed all airlines to check fuel switch locking systems in Boeing 787, 737 planes and complete the process by July 21.

There are over 150 such aircraft in Indian fleets, including those operated by Air India, Air India Express, Akasa Air,

SpiceJet, and IndiGo. Fuel control switches regulate the flow of fuel into an aircraft's engines. They have two positions: RUN and CUT OFF. Located under the thrust levers in a Boeing 787, these switches must be deliberately pulled before changing position-ensuring accidental shutoffs are virtually impossible. Not only Indian carriers, but major airlines across the world have started checking the locking mechanism in the fuel switches of Boeing 787 aircraft following the initial findings in the investigation of an Air India aircraft which crashed last month.



Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

16 JULY 2025

खतरनाक: आरटीआइ से मांगी गई डीजीसीए की रिपोर्ट से हुआ खुलासा देश में 5 साल में उड़ान के समय 65 फ्लाइट्स के इंजन हुए बंद, 1 इंजन से एयरपोर्ट पर पहुंचे विमान

पत्रिका न्यूज नेटवर्क
patrika.com

नई दिल्ली. देश में पिछले पांच साल में 65 फ्लाइट्स में उड़ान के दौरान विमान के इंजन हवा में या टेकऑफ करते समय बंद हुए। इन मामलों में पायलट एक ही इंजन से विमान को सुरक्षित रूप से नजदीकी एयरपोर्ट पर पहुंचाने में सफल रहे। इससे साफ है कि हर माह में एक विमान का इंजन बंद हो जाता है। यह खुलासा हाल में नागरिक उड़्डयन महानिदेशालय (डीजीसीए) से सूचना के अधिकार (आटीआइ) से मिली जानकारी से हुआ। विमान दुर्घटना जांच ब्यूरो की

17 माह में 11 उड़ानों से 'मेडे' कॉल

1 जनवरी, 2024 से 31 मई, 2025 के बीच 17 माह में 11 फ्लाइट्स से 'मेडे' कॉल आई। इनमें तकनीकी गड़बड़ी की सूचना देकर इमरजेंसी लैंडिंग की मांग की। इनमें बोइंग ड्रीमलाइनर और इंडिगो की गुवाहाटी-चेन्नई फ्लाइट शामिल नहीं है।

रिपोर्ट में भी अहमदाबाद में हुए एआइ बोइंग 787-8 ड्रीमलाइनर में भी ईंधन की आपूर्ति नहीं होने के कारण इंजन

इस कारण इंजन बंद

फेडरेशन ऑफ इंडियन पायलट्स के अध्यक्ष कैप्टन सी.एस. रंधावा का कहना है कि इंजन बंद होने के मुख्य कारणों में ईंधन फिल्टर का अवरुद्ध होना, ईंधन का पानी से प्रदूषित होना, ईंधन की आपूर्ति में रुकावट आना और इंजन में किसी बाहर की वस्तु का प्रवेश करना शामिल है। इससे उड़ान संचालन बाधित हो सकता है।

के बंद होने का उल्लेख किया गया है। यह आरटीआइ से मिली जानकारी के पैटर्न से मेल खाता है।

Cockpit Confusion

The tragedy of Air India flight 171 has, in its aftermath, thrown up far more questions than answers. In an era of rigorous aviation standards, redundant systems, and near-flawless fail-safes, how a modern aircraft like the Boeing 787-8 could crash within seconds of take-off - in clear weather and with no warning from the crew - demands urgent clarity. What makes this disaster chilling is the apparent cause unearthed in the preliminary probe: both fuel control switches were in the "cut-off" position, a setting meant to shut down engines after landing. Their simultaneous de-activation shortly after lift-off led to an immediate loss of thrust and triggered the aircraft's descent into an Ahmedabad medical students' canteen. While the switches were returned to the "run" position and engine relight procedures automatically initiated, the aircraft had neither the time nor the altitude to recover. These switches are not vulnerable to casual or accidental engagement. They are protected by physical locks and guard brackets. It would require deliberate - and most likely coordinated - movement to de-activate both. The cockpit voice recorder captures one pilot asking the other why the cut-off was initiated. The response: a denial. But in the absence of speaker identification, the statement only deepens the ambiguity. Was it human error? Sabotage? Systemic failure? None of these possibilities can yet be ruled out. Investigators are not suggesting foul play, but they are clearly unnerved by the implication that someone in the cockpit may have, however improbable that may seem in light of the time available, manually initiated the cut-off. That possibility alone - if confirmed - would shift the investigation from mechanical to psychological territory. In this case, silence is not just an absence of data - it is the loudest clue we have. But this finding should not become the red herring that diverts attention from the possibility of equipment malfunction. The fact that the cockpit voice recorder still lacks voice attribution points to a deeper gap in post-crash protocols. In high-stakes scenarios, swift and confident identification of speakers should be standard. Without it, critical seconds of decision-making remain anonymous, stalling accountability and hindering systemic reforms that could prevent future tragedies. To complicate matters, an advisory issued some years ago by a major aviation regulator had flagged potential inconsistencies in similar fuel switch installations. The aircraft model involved in this crash shares that switch design. Yet, because the advisory was not classified as a mandatory directive, the recommended inspections were never carried out. Mechanical failure has not been confirmed, but it also hasn't been ruled out. Neither fuel contamination nor engine design flaws have been substantiated. The Ram Air Turbine deployment confirms total engine loss, but not its cause. Without cockpit video footage - a long-standing demand from some investigators - determining who did what remains speculative. This tragedy demands two immediate responses: the global standardisation of cockpit video recordings and a thorough re-examination of safety-critical components, however minor they may seem. Families deserve answers, not ambiguities. And in aviation, silence - even in a few unaccounted-for seconds - can be fatal.

Check fuel switches of Boeing planes: DGCA directs airlines

This important directive comes days after the AAIB released its 15-page preliminary report



STATESMAN NEWS SERVICE
NEW DELHI, 14 JULY

Aviation safety watchdog Directorate General of Civil Aviation (DGCA) on Monday directed airlines to carry out checks on the locking mechanism of fuel control switches of Boeing aircraft in their fleets.

This important directive comes days after the Aircraft Accident Investigation Bureau (AAIB) released its 15-page preliminary report of the probe into the tragic Air India Boeing Dreamliner crash at Ahmedabad on June 12, in which 260 people were killed.

According to one of the important findings of the report which was released on early Saturday, was that the twin engines of the ill-fated Boeing plane shut down seconds after take-off as the fuel supply was cut off.

Both fuel control switches supplying fuel to the engines of Air India flight 171 were turned off in quick succession, shutting down both the engines, before the plane crashed in Ahmedabad seconds after taking off, revealed the report of the Aircraft Accident Investigation Bureau (AAIB).

The report raised fresh concerns over the aircraft's engine fuel cutoff

switches, as they transitioned from 'Run' to 'Cutoff' just 3 seconds after take-off.

The cockpit voice recording of the crashed plane revealed one pilot asking the other: "Why did you cut off?" to which his colleague replied: "I didn't."

The AAIB report also mentions FAA's 2018 bulletin that had warned of a potential malfunction of the fuel control switches, manufactured by US-based Honeywell, in a few Boeing models such as the 737s which also use the same switches.

The bulletin recommended that carriers operating Boeing models, including the Dreamliner, inspect

the locking mechanism of the fuel cut-off switches—a step not taken by Air India, according to the AAIB report.

Air India informed investigators that it did not carry out suggested inspections as they were "advisory" in nature and not "mandatory".

However, after the Air India crash, some airlines, such as Emirates, that have Boeing planes in their fleets, are reported to be carrying out checks on the fuel switch locking mechanism on their own after the crash as part of enhanced safety measures.

Meanwhile, the USA's Federal Aviation Administration has informed civil aviation authorities of other countries that fuel control switch designs, including the locking feature, installed in Boeing planes, including the Dreamliner involved in the Air India crash at Ahmedabad, are safe.

The US aviation safety regulator has stated that no airworthiness directive is deemed necessary for Boeing operators at this time.

Criticising the preliminary report released by the Aircraft Accident Investigation Bureau (AAIB) regarding the tragic Air India plane crash on June 12 in Ahmedabad, the Indian Pilots Guild (IPG) on Monday said the present findings are insufficient in key areas including unexplained dual engine shutdown and absence of detailed cockpit communication.

Reacting to the report, the Indian Pilots Guild said, "We find the current report incomplete in critical areas — specifically the unexplained dual engine shutdown and absence of detailed cockpit communication."



Corporate Communications Directorate

THE STATESMAN

KOLKATA

15 JULY 2025

Direct flights to Kathmandu:

From September, after a gap of almost five years, Kolkata to Kathmandu direct flight services will start. Buddha Air, a Nepal based private airlines operator has come forward to operate ATR-72 flights with 72-seater passenger capacities and will operate flights four days a week daily. Though the timings and date has not been announced, it has been finalised that the four weekly flights will be on Sunday, Tuesday, Thursday and Saturday from NSCBI Airport, Kolkata to Tribhuvan International Airport in Kathmandu.

DGCA data reveals 65 in-flight engine failures since 2020

Malfunctions Occurring At Rate Of Nearly One Incident A Month

Sunny.Baski@timesofindia.com

Hyderabad: Sixty-five in-flight engine shutdowns in five years. Eleven "MAYDAY" distress calls from aircraft cockpits in 17 months, excluding the London-bound AI-171 that crashed in Ahmedabad on June 12 and a diverted domestic IndiGo flight.

These numbers, obtained by TOI through a Right to Information (RTI) query to the Directorate General of Civil Aviation (DGCA), suggest a scary reality: engine malfunctions plague airlines operating in India at the rate of nearly one incident a month.

Aircraft Accident Investigation Bureau's report mentioning fuel cut-off to engines of the crashed AI Boeing 787-8 Dreamliner fits the broader pattern of technical failures being handled by experienced pilots — until one crops



RTI data shows that between Jan 1, 2024 & May 31, 2025, there were Mayday calls from 11 flights, seeking emergency landing

up that is unmanageable.

DGCA data covers all engine shutdowns, including failures during take-off and mid-air. "A total of 65 incidents related to in-flight shutdown of engines from 2020 to 2025 (till date) were reported across India," states the aviation regulator's RTI reply.

In all 65 of these instances, pilots were able to safely ma-

noeuvre aircraft to the nearest airport with a single, unafflicted engine. Experts attribute engine shutdowns to technical issues ranging from low fuel to turbine malfunction and faulty electronic components.

"Primary causes of engine shutdowns include blocked fuel filters, fuel contamination with water, interrupted fuel supply to engines, and foreign objects entering engine stack, all of which can halt flight operations," Capt C S Randhawa, president of the Federation of Indian Pilots, told TOI.

The RTI data shows that between Jan 1, 2024, and May 31, 2025, there were MAYDAY calls from 11 flights, reporting various technical glitches and seeking emergency landing. Besides AI-171, the list doesn't include a June 19 IndiGo flight from Guwahati to

Chennai that had to be redirected to Bengaluru due to congestion at the destination, only for the aircraft to report low fuel around 35km before landing.

RTI data reveals that four of the 11 flights issued distress calls due to technical glitches and landed at Hyderabad.

Airline Pilots' Association of India states that MAYDAY signals are exclusively used in life-threatening situations, distinguishing them from "Pan Pan" urgency alerts.

"Flight crew initiate MAYDAY calls when confronted with critical emergencies such as aircraft fires, engine failures or situations posing imminent danger, necessitating immediate landing or grounding as continued flight becomes unsafe," said Anil Rao, secretary of ALPA India.



Corporate Communications Directorate

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Fight between 2 flyers prompts Delhi-Mumbai flight's return to bay

TIMES NEWS NETWORK

New Delhi: A verbal altercation between two unruly women passengers aboard a taxiing SpiceJet Delhi-Mumbai flight prompted the aircraft's return to bay and ended in

both flyers being handed over to CISF at Indira Gandhi International Airport on Monday.

Sources said the duo began quarrelling almost as soon as the aircraft began taxiing and even tried to forcefully approach the cockpit. Fellow

passengers and crew members requested them to return to their seats so that the plane, SG 9282, could take off. Even the pilot made an announcement, urging them to stop fighting, but the women turned a deaf ear to pleas, disrupting the flight's depart-

ture. "In the interest of the safety of all passengers and crew, the captain decided to return the aircraft to the bay, and the passengers were offloaded. They were subsequently handed over to CISF," a SpiceJet spokesperson said.