



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

16 JULY 2025

Meghalaya HC gives directive to speed up Shillong airport expansion works

NEWMAI NEWS

SHILLONG, July 15: The Meghalaya High Court today directed the Ministry of Defence, Meghalaya State Government, Airports Authority of India (AAI), and the Director General of Civil Aviation to take steps to expedite the long-pending expansion of the Shillong Airport.

The directive came after the court examined a report submitted by the AAI in response to a public interest litigation (PIL).

In its order, a division bench comprising Chief Justice IP Mukerji and Justice W Diengdoh observed: "On examina-

tion of this report, we find that only the essential preliminary groundwork required for expansion and development of the Shillong Airport has been done. From now, a substantial amount of work is required to be done at an appreciable pace to make the project operational in the near future."

The Court also said that all the authorities concerned, the Ministry of Defence, the State Government, AAI, and DGCA must apply the necessary thrust to ensure that the project becomes operational.

The bench further directed that a note prepared by the State Government on the project be made an annexure

to an affidavit to be sworn by a competent officer of the State and filed in court by July 18.

On reviewing the note, the

- Defence Ministry, State Govt, AAI, DGCA asked to take necessary steps
- Directive comes in response to PIL
- 22 acres of land required for expansion
- Next review of the project on August 12

High Court noted that 22 acres of land are required for the expansion project.

Of this, 10.30 acres must

be acquired from the Defence authorities. The State Government has approved the purchase of 11.75 acres of land from individual landowners at a cost of Rs 72.17 crore. The acquisition is expected to be completed by the end of July.

The Ministry of Defence has already sanctioned the State Government to begin work on the 10.30 acres of military land at the Umroi Military Station, based on an agreement for transfer of land of equal value to the Ministry.

As per a draft master plan, Runway 4 will be extended by 571 metres, increasing its total length to 2,400 metres.

Once complete, aircraft will land from Runway 22 and take off from Runway 4.

During the hearing, Deputy Solicitor General of India Mozika submitted that tenders for construction, renovation, and alteration of the airport infrastructure would be issued by the AAI immediately after land is handed over by the State and Defence authorities and after obtaining environmental clearance.

Mozika added that the AAI would also address obstacles such as mounds and trees along the airport's flight path.

The Court has fixed August 12 to review the progress of the project.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 JULY 2025

Safety of Surat Airport's Runway 22 under scrutiny

Melvyn Thomas

SURAT

Surat Airport, one of the most rapidly expanding aviation hubs in India, is facing intense scrutiny. An official data from the Airports Authority of India (AAI) reveals that Runway-22 (Vesu side) facilitated nearly 73% of all aircraft movements between 2022 to 2024. Due to the over-reliance on Runway 22, it has ignited fears of major aviation incidents, drawing unsettling parallels to the 2020 Kozhikode Air India Express crash.

While the declared length of the runway at Surat airport is about 2,905 meters from Runway-22 on Vesu side, but the presence of illegal and dangerously high buildings in

its approach path forces aircraft to utilize only 2,290 meters for landings as the Directorate General of Civil Aviation (DGCA) having displaced 615 meters. This effective shortening of the runway is a severe safety compromise, especially concerning given the airport's increasing traffic.

Sanjay Izawa, president of the Surat Airport Action Committee, has issued a stark warning, outlining seven critical issues that he believes make Surat Airport a high-risk environment:

■ **Inadequate Usable Runway Length:** The 615-meter displacement on Runway 22 leaves a usable length of only 2,250 meters. This short runway is a major limitation for accommodating



larger aircraft and poses significant risks, particularly since this runway accounts for roughly 80% of total movements, soaring to 99% during the monsoon.

■ **Obstructive Building Heights:** Buildings constructed between 2007 and 2017 on the Vesu side are dangerously high, violating safety

norms and creating hazards during low-visibility landings.

■ **Aging ONGC Pipeline:** A high-pressure gas pipeline, laid under the runway in 1990, has exceeded its 25-year design life. Despite its critical location for future runway expansion, ONGC has refused to construct a protective culvert, citing safety concerns

with disturbing implications.

■ **Lack of ILS on Runway 04:** Runway 04 (Dumas side) lacks an Instrument Landing System (ILS). This deficiency funnels all bad-weather landings to the already compromised Runway 22.

■ **Bird Hazard from Shrimp ponds:** Nearby Shrimp ponds and other lakes attract large birds, significantly increasing the risk of bird strikes. Surat experienced 14 such incidents in 2019-20 alone, highlighting an urgent need for mitigation.

■ **Obstructive Buildings on Runway 04:** Unauthorized constructions, including the Marina complex on the Dumas side, obstruct any future expansion of Runway 04, violating the 2017

Surat Airport Master Plan.

■ **Sewer Line Under the Runway:** A natural drain converted into an RCC box beneath the runway during past expansion poses another challenge. The Surat Municipal Corporation's delay in its removal due to high costs is a concern given the increasing air traffic.

Flight movement data for 2022-2024 highlight a severe problem at Surat airport. Runway 22 facilitated over 36,000 arrivals and departures, compared to just 13,000 for Runway 04 on the Dumas sea shore side. This reliance is particularly acute from April to September, coinciding with the westerly wind season, which naturally favors Runway 22 for landings.

44 structures in airport funnel razed

These Were Identified As Risk To Flights

Jignesh.Parmar
@timesofindia.com

Ahmedabad: The plane crash of June 12, one of the worst aviation disasters in India's aviation history, has prompted a series of measures. One of them is clearing structures that could pose a risk to planes. Soon after the crash, Ahmedabad Municipal Corporation (AMC), along with the city airport authority conducted a survey of structures around the airport.

The survey identified 44 structures on different houses that could pose a risk to planes. AMC has since removed additional rooms, parapet walls, water tanks, and rooftop structures from 26 of these houses.

CLEARED !

AMAR PARK:
Parapet walls: 2,
Slab tops: 2

Height violations of structures ranged from 0.9m to 1.54m

NEW AMBIKANAGAR: Rooftop rooms: 6, Parapet walls: 5, Overhead water tanks: 1, Tanks: 2

SHYAMJI CHALI:
Rooftop rooms: 1, Tanks: 1

Pic: NYT

A file photograph of a passenger jet preparing to take off from Ahmedabad airport, surrounded by dense urban development

Having a clear airport funnel zone, a designated corridor that aircraft use for takeoff and landing, is a critical component in air safety. Aviation authority notifications insist that airport funnels and their imaginary gradient should not

be 'punctured' by structures or trees. An official from the AMC, who wished to remain anonymous, stated, "The height of constructions around the airport is determined based on the funnel area for plane takeoff and landing. Most

constructions near the airport's funnel area are legal, with plans approved by obtaining a No Objection Certificate from the Airport Authority of India. Representatives from the corporation and the airport management company

OVER 250 TREES TOPPED IN AIRPORT FUNNEL

A survey of the city airport's funnel zone, carried out after the June 12 air crash, identified 1,013 trees as too high for the take-off and landing area. The airport operator wrote to AMC after which the civic body's parks and gardens departments formed two teams that have so far topped (reduced height to a specified limit) 253 trees, an AMC official said.

conducted a survey of the funnel area, finding no obstructive structures in the landing funnel. However, in the take-off funnel area, 44 obstructive structures were identified on various houses in Meghani Nagar and Kubernagar, and demolitions have been carried out. So far, water tanks, room tops, and parapet walls have been removed from 26 houses."

Another AMC official, also not wanting to be named, added, "There are constructions in Meghaninagar and Kubernagar that have been around for years, some of which are illegal. These include additional rooms and water tanks built on rooftops. We are taking steps to remove such obstructive structures. On June 12, the Air India flight crashed seconds after takeoff. Structures within a kilometre of the crash site have been removed. The corporation and airport management company conduct regular surveys to monitor such issues."



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

16 JULY 2025

B'luru's 2nd airport: State prepares for talks with Centre

Sanjay.Murty@timesofindia.com

Bengaluru: The debate around a second international airport for Bengaluru has gained momentum again with industries and infrastructure development minister **MB Patil** set to meet Union civil aviation minister Rammohan Naidu soon to push for the project. The move comes even as a report from Airports Authority of India (AAI), which inspected three short-listed sites in April, is awaited.

Authorities expect passenger traffic at Kempegowda International Airport (KIA) to hit 110 million annually by 2035, necessitating a second airport. "We have

proposed a new airport now since it will take six to seven years to start operations," Patil said. He said he would study the progress of airports being built in Noida and Navi Mumbai — both less than 150km from existing airports — before discussing the proposal with Naidu.

The time frame is ideal since a concessionaire agreement between the Centre and Bangalore International Airport Ltd (BIAL), which operates KIA, restricts the opening of a new airport within 150 km until May 2033, when BIAL completes 25 years.

In March, the state sent a proposal to the Centre, offering 4,500

acres of land and identifying three preferred sites out of seven short-listed earlier. Two sites lie along Kanakapura Road — near Kaggalipura in Bengaluru Urban district and Harohalli in Bengaluru South (Ramanagara). The third is at Chikkasolur in Bengaluru Rural district, along the Nelamangala-Kunigal road. These locations are 25-45km from the city centre.

However, aviation expert Devesh Agarwal feels none of these three locations is suitable. He recommended that the airport be lo-

cated between Bengaluru and Mysuru. "Besides serving several tier-2 cities in the south and southwest of Bengaluru, the airport would also aid various industries in the region," he said. "The Bengaluru-Mysuru expressway is an added advantage."

Agarwal also suggested reviving the HAL airport. "In-city airports operate in countries like Brazil, Malaysia, and the USA. HAL can be redeveloped similarly," he said.

Meanwhile, Tamil Nadu's bid to develop an international airport

in Hosur — also within 150km of KIA — has added another layer of complexity. TN has identified two sites and requires a no objection certificate (NOC) from BIAL. In April, chief minister MK Stalin met CEOs of BIAL and Fairfax to push the proposal. The Centre has said all three stakeholders — BIAL, Centre and Tamil Nadu — must come to an agreement.

Another big hurdle for Karnataka is land acquisition. Protests by farmers against acquisition for an aerospace park in Devanahalli have already made the govt cautious. Similar resistance is expected in Bengaluru South and Rural districts.





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THE TIMES OF INDIA

MUMBAI

16 JULY 2025

HC dismisses AI staff appeals against eviction from Kalina

Swati.Deshpande
@timesofindia.com

Mumbai: Bombay High Court on Tuesday dismissed appeals filed by Shilpi Minz and other Air India staffers against their eviction from the AI staff colony in Kalina, Santacruz East. HC, though, continued a stay on their eviction for another six weeks to enable them to appeal to Supreme Court.

The staffers and AI, following its privatisation, were locked in a legal battle over eviction from their staff quarters. The employees, in their appeals against Mumbai International Airport Ltd (MIAL) and others, said there were five broad grounds in their favour.

The single-judge bench of Justice Sharmila Deshmukh, in her judgment, said the land belonged to Airport Authority of India (AAI) and, "As the lands leased to Air India Ltd constitute airport premises, the buildings cannot be divorced from the leased lands to con-

stitute public premises by applying the concept of dual ownership post disinvestment," She added, "Once the residential accommodations are held to be airport premises, it is the AAI Act which would be applicable and not the PPE (Public Premises Eviction) Act."

Following earlier HC orders giving staffers time until Sept 24, 2022, after housing accommodation by AI to staff was withdrawn, the HC noted that of 1,683 flats located in 106 buildings, 216 flats remain occupied. Upon disinvestment, no right remained to continue to occupy the residential accommodation, the HC said.

The HC also held that leasehold rights in the housing colony lands were transferred to MIAL upon the disinvestment of Air India Ltd.

Through advocates Mihir Desai, Ashok Shetty, and Rita Joshi, they argued the right to retain their quarters was pending before the SC. Besides, AI and the Centre suggested the

PPE Act would apply and MIAL or AAI cannot invoke eviction action as the AAI Act doesn't apply. The staffers are from AI, Air India Engineering Services Ltd, and AI Airport Services Ltd. The colony is maintained by Air India Staff Colony Associations, which the staffers said are in possession of the staff colonies entrusted to them by Air India.

After hearing senior counsel Vikram Nankani for MIAL and Shilpa Kapil for AAI, who said the eviction order under the law is justified, the HC dismissed the appeal. The HC said, "No right in the housing colonies' lands or the housing colonies remained with Air India Ltd upon disinvestment and no such right can be claimed by its employees."

The HC also said proceedings pending before the SC can't be a ground to stay the eviction proceedings, especially when the apex court did not interfere with the institution of eviction proceedings.



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BUSINESS LINE

DELHI

17 JULY 2025

‘Centre surpasses airport infrastructure investment target by over ₹5,000 crore’

Rohit Vaid
New Delhi

The Centre has exceeded its five-year airport infrastructure investment target by 105 per cent to ₹96,843 crore in capital expenditure against the projected ₹91,637 crore during FY19-20 to FY24-25, sources told *businessline*.

The original target (₹91,637 crore) was set under the National Infrastructure Pipeline (NIP).

“This constant upward trend in capex demonstrates that investments in the airport sector are progressing in line with the targets, ensuring world-class airport infrastructure development across the country,” sources said.

They said that the final year of the NIP period, FY24-25, recorded the highest-ever annual capital expenditure of ₹19,317 crore.

Besides, the data reviewed



WORLD-CLASS INFRA. The original target of ₹91,637 crore was set under the National Infrastructure Pipeline.

by *businessline* showed that private and public-private partnership airport developers contributed ₹67,978 crore to the total investment during the five-year period.

GROWTH PROSPECTS

“This substantial private sector involvement highlights the aviation industry’s confidence in India’s growth prospects,” sources said.

Further, the Airports Authority of India (AAI) during the period under review,

achieved ₹28,865 crore in capital expenditure, representing nearly 30 per cent of the total investment.

Financial analysis of the data revealed a consistent upward trajectory in annual capital expenditure since FY20-21. Notably, the trend indicated a sustained momentum in airport development projects.

On the other hand, sources cited the aviation sector’s vulnerability to external shocks during the assessment period, including

the Covid-19 pandemic that impacted the industry during the early years of the NIP period. “The capital expenditure surge has translated into tangible improvements in airport capacity, passenger experience, and operational efficiency across India’s aviation network,” they said. “New terminals, runway expansions and technology upgrades have enhanced the country’s connectivity.”

According to sources, the achievement comes at a critical time when India’s aviation sector is experiencing renewed growth momentum following the pandemic-related disruptions.

“The robust infrastructure foundation established during the NIP period positions the country to capitalise on emerging opportunities in domestic and international aviation markets,” sources said. At present, India has around 150 operational airports.



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THE HINDU

CHENNAI

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

RAJASTHAN PATRIKA

JAIPUR

16 JULY 2025

ऑपरेशनल कारण आए सामने

जयपुर एयरपोर्ट: 11 घंटे देरी से रवाना हुई जयपुर-दुबई फ्लाइट

जयपुर @ पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट से दुबई आवाजाही करने वाले यात्रियों को घंटों इंतजार करना पड़ रहा है। जयपुर से दुबई के बीच संचालित होने वाली स्पाइसजेट एयरलाइन की फ्लाइट आए दिन देरी से आ-जा रही है। मंगलवार को दूसरे भी दिन भी ऐसा ही देखने को मिला। इसकी वजह एयरलाइन कंपनी ने ऑपरेशनल बताई है। स्पाइसजेट एयरलाइन की दुबई से सुबह 8:25 बजे आने वाली फ्लाइट आठ घंटे देर से शाम 4:43 बजे जयपुर पहुंची। जयपुर से सुबह 9:30 बजे जाने वाली फ्लाइट 11 घंटे की देरी से रात 8:35 बजे जयपुर से रवाना हुई। इनके अलावा एयर इंडिया एक्सप्रेस एयरलाइन की बेंगलूरु से शाम 4:35 बजे आने वाली फ्लाइट एक घंटे की देरी से, वाराणसी से शाम 5:25 बजे आने वाली फ्लाइट आधा घंटे की देरी से जयपुर पहुंची। जयपुर से एयर इंडिया एक्सप्रेस की शाम 5:42 बजे बेंगलूरु जाने वाली फ्लाइट 45 मिनट की देरी से, जयपुर से शाम 5:55 बजे वाराणसी जाने वाली फ्लाइट 40 मिनट की देरी से जयपुर से रवाना हुई।



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RAJASTHAN PATRIKA

JAIPUR

16 JULY 2025

'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 उड्डयन महानिदेशालय (डीजीसीए) से सूचना के अधिकार (आटीआइ) से मिली जानकारी से

हुआ। विमान दुर्घटना जांच ब्यूरो की रिपोर्ट में भी अहमदाबाद में हुए एआइ बोइंग 787-8 ड्रीमलाइनर में भी ईंधन की आपूर्ति नहीं होने के कारण इंजन के बंद होने का उल्लेख किया गया है। यह आरटीआइ से मिली जानकारी के पैटर्न से मेल खाता है।

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।

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 रुकवट आना और इंजन में किसी बाहर की वस्तु का प्रवेश करना शामिल है।



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

16 JULY 2025

Air cargo ops in Rajkot soon?

Rajkot: The long-awaited cargo operations at Rajkot International Airport are likely to take off in the first week of Aug, offering a major boost to the city's thriving silver and imitation jewellery industry.

The development was discussed at the Airport Advisory Committee meeting on Tuesday. Diganta Borah, director of Rajkot International Airport, told the committee

that the regional director of the Bureau of Civil Aviation Security (BCAS), Ahmedabad, is to inspect the airport on July 18 to conduct security vetting for cargo movement via the passenger terminal. Approval is expected by the end of this month.

"This marks a crucial step forward," Borah said. "We hope that cargo services will begin in early August." TNN



Corporate Communications Directorate

THE ASIAN AGE

DELHI

16 JULY 2025

Involve pilots in AI probe amid row on fuel switches

The preliminary report of the probe into the Air India crash at Ahmedabad fixed the transitioning of the fuel switches to the "cut-off" position as the reason for the engines shutting down and causing the airplane to come down. This led to conjectures way beyond that simple statement of fact with experts weighing in on human intervention as the only possible cause. But pilots do not agree that one of their kind throwing both switches to "cutoff" in a few seconds could be the only explanation.

For one, while that conclusion is credible, the conjectures have bordered on the incredible. And then again, the pilots have been left out of the probe. Their representatives not being given even observer status is a reason why it appears the probe seems to have taken a direction leading away from possible mechanical or electronic or software failure so that the manufacturer Boeing emerges unscathed. The fuller probe may not be as kind if the investigation is fair and not "fixed" in favour of the aviation industry.

It is in the interest of fairness that expert pilots also be involved in the probe. But whether that would be acceptable to the industry is in question as the manufacturer, the airline and regulatory bodies seem content with

Airlines had been warned in 2018 by the US FAA that the switches could be moved between the two positions without being lifted when the locking feature is disengaged in some Boeing 737s

how the initial findings have taken the conjectures on a certain path, with the Airline Pilots' Association of India (ALPA) stating, not without logic, that the tone and direction of the investigation suggest a bias towards pilot error.

Flying is still safe enough for passengers to sleep like babies at 35,000 feet and the statistical chance of being in an air crash is still very long, in fact a million to one. There should be no need then for bias in favour of a cosseted aviation manufacturing industry where a duopoly is dominated by Boeing and Airbus, both with a near equal crash record when adjusted for number of flights, but both having been through several image crises thanks to manoeuvres in the

boardroom as well as events in the cockpit. The speed with which airline regulators are acting now on getting air carriers to have the same fuel switches inspected in many Boeing models is a clear indication that there are doubts about whether they can move without being deliberately moved. In fact, airlines had been warned in 2018 by the US FAA that the switches could be moved between the two positions without being lifted when the locking feature is disengaged in some Boeing 737s. And most recently, the British regulator pointed to the same defect just weeks before the Air India crash.

If there is the slightest possibility that the switches could move between positions without human intervention, there is a need for the probe to be very open about this. Investigators must dig deep to find out if the engines were cut off by any other kind of event than a pilot, accidentally or deliberately, cutting engines when the big aircraft was just taking off.

Passenger safety trumps all other commercial considerations, whether they pertain to aircraft of any make and carrier of any brand. What should be established in a fact-based inquiry is why this Air India did plane crash and then it should be conveyed publicly in order to assure people that safety is not being compromised in cost cutting or sheer complacency. But casting aspersions on dead pilots will get us nowhere.



Corporate Communications Directorate

AMAR UJALA

DELHI

17 JULY 2025

पटना : सनवे छूकर उड़ा विमान, अटकीं सांसें



नई दिल्ली। पटना हवाई अड्डे पर दिल्ली से पहुंची इंडिगो की उड़ान 6ई 2482 सनवे को छूकर वापस आसमान में लौट गई। इससे थोड़ी देर के लिए यात्रियों की सांसें थम गईं। विमान में 173 यात्री सवार थे। मंगलवार रात करीब 9 बजे लैंडिंग के समय विमान आगे निकल गया था। इस वजह से पायलट ने उसे ऊपर उठा लिया। बाद में दूसरे प्रयास में विमान सुरक्षित उतारा गया। ब्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

17 JULY 2025

बोइंग-787 में ईंधन कंट्रोल स्विच के लॉकिंग सिस्टम में कोई गड़बड़ी नहीं मिली : अधिकारी

नई दिल्ली। एअर इंडिया ने बुधवार को अपने बोइंग 787 विमानों में ईंधन कंट्रोल स्विच के लॉकिंग सिस्टम का निरीक्षण पूरा कर लिया। एयरलाइन के एक अधिकारी ने कहा कि उन्हें सिस्टम में कोई समस्या नहीं मिली। बता दें कि एअर इंडिया के बोइंग-787 और 737 विमानों में ईंधन स्विच लॉकिंग प्रणाली की जांच करने का निर्देश सोमवार को विमानन नियामक डीजीसीए ने दिया था। यह निर्देश एएआईवी की प्रारंभिक रिपोर्ट के मद्देनजर दिया गया है, जिसमें कहा गया है कि पिछले महीने एअर इंडिया विमान दुर्घटना से पहले ईंधन स्विच बंद कर दिए गए थे, जिसमें 260 लोग मारे गए थे। एजेसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

17 JULY 2025

Pilots' body wants 'observer status' in AAIB probes, cites global norms

FAIR PLAY. Independent representation is crucial for fair, well-rounded outcomes, it says

Rohit Vaid
New Delhi

A leading airline pilots' association has sought 'observer status' in the Aircraft Accident Investigation Bureau's (AAIB) investigations, citing global norms.

The request was made during a meeting between the Airline Pilots' Association of India (ALPA-India) and the Directorate General of Civil Aviation (DGCA) on July 14 in New Delhi.

Accordingly, ALPA-India said that independent pilot representation in investigations is standard practice in several jurisdictions and is crucial for ensuring fair, well-rounded outcomes.

The DGCA responded by asking the pilot body to submit supporting documentation from IFALPA (International Federation of Air Line Pilots' Associations) and other countries where such provisions are institutionalised.

Besides, the DGCA has directed the Chief Flight Operations Inspector (CFOI) to facilitate a meeting between ALPA-India and AAIB to further discuss the matter.



SAFETY STANDARDS. DGCA has agreed to reform the medical assessment process for civil pilots, aligning it with ICAO-recommended standards

Meanwhile, ALPA-India has confirmed that it will submit supporting international documentation to make its case for observer status in AAIB investigations.

REFORMING SYSTEM

On other topics of concern, DGCA agreed to reform the medical assessment process for civil pilots, aligning it with ICAO-recommended

standards. Currently, the mandatory medical evaluations of pilots are tethered to military protocols.

—The pilot body has argued that this practice is inconsistent with global civil aviation standards.

Consequently, the regulator will form a committee to prescribe revised medical parameters for civil pilots in line with ICAO standards.

Furthermore, ALPA-India

DGCA has asked the pilot body to submit supporting documentation from international federation, other countries

flagged the problems of weekly rest violations, duty extensions beyond permitted limits, and the misuse of sick leave.

On its part, the DGCA has committed to convening a meeting between operators and its Flight Standards Directorate (FSD) for corrective action.

'RULE 67A'

In addition, ALPA-India informed the regulator of wrongfully penalising pilots under 'Rule 67A' for data discrepancies that are in fact the airline's responsibility.

The DGCA agreed to initiate a review with its Directorate of Training and Licensing (DTL) to realign the accountability framework and address unjust fines that, in some cases, run as high as ₹75,000 for minor clerical delays.

Corporate Communications Directorate

BUSINESS LINE

DELHI

17 JULY 2025

India and Kuwait draw up new air service pact, allow carriers to increase flights

Aneesh Phadnis
Mumbai

India and Kuwait have revised their air service agreement, enabling carriers from both countries to increase flights.

The move follows discussions between Prime Minister Narendra Modi and his Kuwaiti counterpart Sheikh Ahmed Abdullah Al-Ahmad Al-Sabah last December.

Until now, carriers from both countries were allowed to deploy 12,000 seats per week; now, this has been increased to 18,000 seats per week.

A memorandum of understanding was signed by Civil Aviation Secretary Samir Kumar Sinha and Sheikh Humoud Mubarak Humoud Al-Sabah, President of Kuwait's Directorate General of Civil Aviation, in Delhi on Tuesday to revise the existing agreement.



CAPACITY BOOST. Airlines from India and Kuwait operate around 40 daily flights between the countries

Airlines from India and Kuwait operate around 40 daily flights between the countries. These include Air India Express, Akasa Air, IndiGo, Jazeera Airways and Kuwait Airways.

ADDITIONAL FLIGHTS

Airlines from Kuwait are entitled to operate flights to eight cities in India. Additionally, Kuwait requested

had been unable to increase flights to India.

Over a million Indians reside in Kuwait, making them the largest expatriate community in the country. Many of them are blue collar workers, and an increase in flights will help in the lowering of airfares.

SLOT AVAILABILITY

Indian carriers will also benefit from the availability of slots at Kuwait airport. Kuwait also agreed to remove a condition that required family visa holders to travel on its national carriers, it is learnt.

"Interests of Indian carriers have been safeguarded," a source said.

Since early 2024, India revised bilateral seat entitlements with Thailand, the UK, Uzbekistan, Vietnam and Indonesia, enabling additional flights. However, it has been resisting requests from West Asian countries for an increase in seats.

permission to operate flights to Goa, Lucknow, Kannur and other destinations but India did not agree to its request for additional "points of call".

The air service agreement between the countries was last revised in 2007. Kuwait has been pressing for an increase in seat entitlements as it had exhausted the quota because of which its airlines

बोइंग को अभी कुछ करने की जरूरत नहीं

विमान हादसा : आईएटीए ने कहा, किसी भी जरूरी बदलाव पर केवल तभी विचार किया जा सकता है जब जांच पूरी हो जाए

दीपक पटेल

एआई 171 विमान हादसे की प्रारंभिक जांच रिपोर्ट सामने आने के बाद बोइंग की ओर से किसी तात्कालिक कदम की आवश्यकता नहीं है और किसी भी जरूरी बदलाव पर केवल तभी विचार किया जा सकता है जब जांच पूरी हो जाए और औपचारिक अनुशासण जारी हो जाएं। ये बातें बुधवार को इंटरनैशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) के महानिदेशक विलियम एम. वाल्श ने कहीं। उन्होंने समय पर एक विस्तृत प्रारंभिक रिपोर्ट जारी करने के लिए भारत सरकार की तारीफ भी की। संस्था आईएटीए से 350 से अधिक कंपनियां संबद्ध हैं और 120 से अधिक देश इसके सदस्य हैं।

सिंगापुर में मीडिया के साथ बातचीत में वाल्श ने कॉकपिट के भीतर वीडियो रिकॉर्डिंग के विचार का समर्थन किया और कहा कि ऐसी फुटेज दुर्घटना की जांच करने वालों के लिए बहुत उपयोगी साबित हो सकती हैं। अतीत में पायलट रह चुके वाल्श ने स्वीकार किया कि पायलट कॉकपिट वीडियो निगरानी का विरोध करते हैं लेकिन आधुनिक कॉकपिट्स को अलग थलग रखने पर पुनर्विचार करने की आवश्यकता है। उन्होंने जोर देकर कहा कि वॉइस रिकॉर्डिंग के अलावा वीडियो रिकॉर्डिंग होने से जांचकर्ताओं को सहायता मिलेगी।

एआई 171 हादसे की जांच अब दूसरे चरण में प्रवेश कर गई है और वैश्विक विमानन क्षेत्र के लोग इस पर नजर बनाए



अहमदाबाद में दुर्घटना स्थल पर पड़ा एयर इंडिया के विमान का मलबा। हादसे में 260 से अधिक लोगों की हो गई थी मौत

हुए हैं। 12 जून को अहमदाबाद से लंदन जा रहा यह विमान उड़ान भरते ही दुर्घटनाग्रस्त हो गया था और इसमें सवार 241 लोगों और जमीन पर 19 लोगों की मौत हो गई थी। भारत के एएआईबी द्वारा 12 जुलाई को जारी प्रारंभिक रिपोर्ट में कहा गया था कि विमान के दोनों फ्यूल स्विचस उड़ान भरते ही बंद हो गए थे। जांच इसकी वजह नहीं बता सकी।

पायलटों की मानसिक सेहत के बारे में वाल्श ने जोर दिया कि विमानन उद्योग में पहले ही पायलट चुनते समय मनोवैज्ञानिक आकलन का चलन है। इसके अलावा समय-समय पर चिकित्सा आकलन किया

जाता है। उन्होंने कहा, 'मानसिक स्वास्थ्य एक वैश्विक मुद्दा है और यह केवल पायलटों से संबंधित नहीं है।' उन्होंने 2015 के जर्मनविंग्स हादसे का जिक्र करते हुए कहा कि उद्योग जगत ने तब से अतिरिक्त उपाय अपनाने शुरू कर दिए हैं और इनमें लगातार सुधार हो रहा है।

वह 2015 की जर्मनविंग्स उड़ान 9525 के हादसे का जिक्र कर रहे थे जहां को-पायलट आंद्रियास लुबित्ज ने जानबूझकर एयरबस ए320 को एल्पस पर्वत शृंखला से टकरा दिया था और विमान में सवार सभी 150 लोगों की मौत हो गई थी। लुबित्ज को आत्मघाती प्रवृत्तियों

का इलाज ले चुके थे और उनके चिकित्सकों ने उन्हें उड़ान भरने के अयोग्य घोषित किया था। परंतु उन्होंने खुद विमानन कंपनी से यह बात छिपाए रखी।

वाल्श ने शीघ्र और विस्तृत प्राथमिक रिपोर्ट जारी करने के लिए भारतीय अधिकारियों की सराहना की। उन्होंने कहा, 'मैं भारत सरकार और एएआईबी की सराहना करता हूँ कि उन्होंने प्राथमिक रिपोर्ट जारी की। यह अनुमान से अधिक विस्तृत थी। अभी तक बोइंग या जीई को कोई आधिकारिक अनुशांसा नहीं की गई है और मुझे लगता है इस मामले से अच्छी तरह निपटा गया है।'

यह पूछे जाने पर कि क्या जांच के निष्कर्षों के बाद बोइंग को अपने विमानों या कलपुर्जों में बदलाव करना चाहिए, वाल्श ने अपरिपक्व निष्कर्ष निकालने को लेकर चेतावनी देते हुए कहा, 'मुझे नहीं लगता है कि ऐसा किया जाना चाहिए। मुझे लगता है कि हमें अंतिम रिपोर्ट की प्रतीक्षा करनी चाहिए। मैं कोई अटकल नहीं लगाना चाहता। जांचकर्ताओं को अपना काम करने के लिए पूरा समय मिलना चाहिए।'

वाल्श की बातें अमेरिका और ब्रिटेन के नियामकों से मेल खाती हैं। उन दोनों ने कहा है कि ऐसी कोई तकनीकी समस्या नहीं है कि बोइंग विमानों पर कार्रवाई की जाए। अमेरिकी फेडरल एविएशन अथॉरिटी और ब्रिटेन के नागर विमानन प्राधिकरण ने अनिवार्य निरीक्षण की जरूरत से इनकार किया है जबकि भारत के नागर विमानन महानिदेशालय यानी डीजीसीए और दक्षिण कोरिया के परिवहन मंत्रालय ने एआई 171 की प्रारंभिक जांच रिपोर्ट के बाद बोइंग विमानों के फ्यूल स्विच की जांच के आदेश दिए हैं।

उन्होंने कहा कि कुछ विमानन कंपनियों ने स्वतंत्र रूप से यह निर्णय लिया है कि वे ईंधन कट ऑफ स्विच की जांच करेंगी। उन्होंने इसे समझदारी भरा कदम बताया। हालांकि उन्होंने जोर देकर कहा कि आईएटीए या नियामकों ने अब तक ऐसे किसी कदम को अनिवार्य नहीं किया है। उन्होंने कहा कि अंतिम रिपोर्ट की प्रतीक्षा की जानी चाहिए क्योंकि वह हादसे के हर पहलू को पड़ताल करेगी।

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

17 JULY 2025

Boeing doesn't need to step in yet: IATA chief

Installation of cameras in cockpits could guide future investigations, says William Walsh

DEEPAK PATEL
New Delhi, 16 July

There is no need for Boeing to take immediate action following the AI171 preliminary crash report, and any required modifications can be considered after the full investigation and formal recommendations are issued, said William M Walsh, director-general of the International Air Transport Association (IATA), on Wednesday, while praising the Indian government for releasing a detailed and timely preliminary report.

Global airlines body IATA has over 350 carriers, spread across 120 countries, as its members. Walsh, during a media roundtable in Singapore, supported the idea of video recording inside cockpits, noting that such footage could prove immensely helpful to accident investigators. Speaking as a former pilot, he acknowledged pilot resistance to cockpit video surveillance but said modern cockpit isolation demands reconsider-

ation. "A video recording, in addition to the voice recording, would greatly assist the investigators," he remarked, calling it a strong argument.

The AI171 crash investigation has now entered its second phase, as global aviation stakeholders continue to track the case closely. The June 12 disaster claimed 241 lives onboard and 19 on the ground, after Boeing 787 crashed shortly after takeoff from Ahmedabad. The preliminary report released by India's Aircraft Accident Investigation

Bureau (AAIB) on July 12 revealed that both fuel control switches had moved to the 'off' position seconds after liftoff, but did not explain why.

On the topic of pilot mental health, Walsh emphasised that aviation already includes psychological evaluations during pilot selection. "Mental health is a global issue, not unique to pilots," he said.

Referring to the Germanwings tragedy in 2015, he said the industry has since taken additional steps and must continue improving. "We need to do everything to enhance safety," he added. He was referring to the 2015 Germanwings Flight 9525 tragedy, where co-pilot Andreas Lubitz deliberately crashed an Airbus A320 into the French Alps, killing all 150 on board — 144 passengers and six crew members. Lubitz had been treated for suicidal tendencies and was declared unfit to fly by his doctor, but the pilot withheld this information from the airline.

Walsh strongly

backed the Indian authorities for releasing a detailed preliminary report on schedule. "I commend the Indian government and the AAIB for the release of the preliminary report. It was more detailed than most people were expecting. No formal recommendations have been made to Boeing or GE so far, and I think it has been properly handled," he said.

Asked whether Boeing should proactively modify its aircraft or components in light of the findings, Walsh cautioned against premature conclusions. "No, I don't think so. I think what we'll do is wait for the final report. I wouldn't speculate on what will happen. It's important to allow the investigators to do a full and proper job," he said.

Walsh's remarks align with the positions taken by regulators in the US and UK, both of whom have stated there is no technical concern requiring action on Boeing aircraft. The US Federal Aviation Administration and the UK Civil Aviation Authority have ruled out mandatory inspections, even as India's Directorate General of Civil Aviation and South Korea's transport ministry have ordered checks of fuel

control switches on Boeing jets following the AI171 preliminary report.

He noted that some airlines have independently decided to inspect the fuel cutoff switches, something he called a sensible step. However, he stressed that neither IATA nor regulators have issued a mandate for action.

On the topic of cockpit cameras, Walsh reflected on how the cockpit environment has changed post-9/11. "When I started flying, the cockpit door was open, and visitors could come in. That transparency is gone now. With the door locked, it's a more isolated space. I understand pilots' concerns, but given what we know, a video recording could be a valuable tool," he said.

The sensitive topic of pilot mental health was also addressed directly. Walsh said psychological well-being has always been a focus of pilot assessments. "We do medical exams every six or 12 months, and psychological screening is part of the selection process," he said. Walsh concluded by reiterating that aviation remains one of the safest modes of transport and that the industry should remain committed to transparency.



“WE DO MEDICAL EXAMS (ON PILOTS) EVERY SIX OR 12 MONTHS, AND PSYCH SCREENING IS PART OF THE SELECTION PROCESS”

William M Walsh
Director General, IATA



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

16 JULY 2025

जयपुर से फिर शुरू हुई गाजियाबाद उड़ान



जयपुर | एयरपोर्ट से यात्रियों को अब गाजियाबाद के हिंडन के लिए फिर फ्लाइट शुरू हो गई है। एयर इंडिया फ्लाइट का संचालन 3 जुलाई से बंद था, जो सोमवार से फिर शुरू हो गया। फ्लाइट संख्या आईएक्स-1178 जयपुर से सुबह 9:30 बजे रवाना होकर 10:35 बजे पहुंचती है।

यह सप्ताह में 4 दिन सोम, मंगल, गुरु और शनिवार को संचालित होगी। उधर पिछले 5 दिन से जयपुर में खड़ा एयर इंडिया एक्सप्रेस की फ्लाइट ठीक नहीं हो सकी। एयरपोर्ट से मिली जानकारी के अनुसार फ्लाइट आईएक्स-2872

में 10 जुलाई को तकनीकी खराबी आई थी। फ्लाइट जयपुर से दोपहर 12:20 बजे हैदराबाद रवाना हो रही थी, लेकिन तकनीकी खराबी के चलते फ्लाइट रवाना नहीं हो सकी।

ऐसे में फ्लाइट के अंदर बैठे 175 यात्रियों को उतारकर, कुछ यात्रियों को दूसरी फ्लाइट्स में एडजस्ट किया गया और कुछ को रिफंड दिया गया, लेकिन इसके बाद से ही टेक्निकल टीम फ्लाइट को ठीक नहीं कर पाई। एयरलाइंस से जुड़े सूत्रों के अनुसार खराब पार्टों को बाहर से मंगवाने का प्रयास किया जा रहा है।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

16 JULY 2025

Air India announces restoration of international flights with reduced frequency

ANAND SINGH
NEW DELHI

Air India on Monday announced the partial restoration of schedules that were reduced pursuant to its 'Safety Pause', taken following the tragic accident of AI171 in Gujarat's Ahmedabad on June 12, in which 260 people had died.

The airline in a statement said "pause enabled Air In-

dia 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 August 1, relative to July, with full restoration planned from October 1. Announcing new routes, the airline said that



from August 1 to 30 September, Air India will operate 3x weekly flights between Ahmedabad and London (Heathrow), replacing cur-

rently operating 5x weekly flights between Ahmedabad and London (Gatwick).

It also said that it will reinstate of flights or increased

frequencies on Europe and far-east routes.

It said that for Europe, Air India has reinstated Delhi-London (Heathrow), two weekly flights previously curtailed, with all 24x weekly flights operating from July 16 onwards, while the Delhi-Zurich increased from 4x weekly to 5x weekly, effective August 1.

Similarly for Far-East routes, the airline said that

Delhi-Tokyo (Haneda) has been reinstated two weekly flights previously curtailed, with all 7x weekly flights operating from August 1 onwards and one Delhi-Seoul (Incheon) flight has also been reinstated two weekly flights previously curtailed, with all 5x weekly flights from September 1 onwards.

The Air India also said that for Europe, Bengaluru-London (Heathrow) flight

remains reduced from 7x weekly to 5x weekly, will further reduce to 4x weekly, effective August 1 2025. While Amritsar-Birmingham flight also remains reduced from 3x weekly to 2x weekly until August 31 to operate 3x weekly, effective September 1. It also said that Delhi-Birmingham route flight also remains reduced from 3x weekly to 2x weekly, while Delhi-Paris flight also

reduced from 12x weekly to 7x weekly, effective August 1. It further stated that Delhi-Milan flight also remains reduced from 4x weekly to 3x weekly, effective July 16, while Delhi-Copenhagen flight too remains reduced from 5x weekly to 3x weekly and Delhi-Amsterdam remains reduced from 7x weekly to 5x weekly, to resume 7x weekly, effective August 1.

एअर इंडिया को फ्यूल स्विच के लॉकिंग सिस्टम में नहीं मिली कोई गड़बड़ी

नई दिल्ली, प्रेस : एअर इंडिया ने अपने बोइंग 787 विमानों में फ्यूल कंट्रोल स्विच के लॉकिंग सिस्टम की जांच बुधवार को पूरी कर ली और इसमें कोई समस्या नहीं पाई गई। विमानन नियामक डीजीसीए ने सोमवार को सभी विमानन कंपनियों से बोइंग 787 और 737 विमानों में फ्यूल स्विच लॉकिंग प्रणाली की सात दिनों में जांच करने को कहा था। यह निर्देश एअर इंडिया के बोइंग 787 विमान की दुर्घटना की प्रारंभिक जांच रिपोर्ट आने के कुछ दिन बाद दिया गया था।

एअर इंडिया के पायलटों को भेजे गए एक संदेश का हवाला देते हुए कंपनी के एक अधिकारी ने कहा कि सप्ताहांत में हमारी इंजीनियरिंग टीम ने हमारे सभी बोइंग 787 विमानों के फ्यूल कंट्रोल स्विच (एफसीएस) को लॉक करने की प्रणाली का एहतियाती निरीक्षण शुरू किया। निरीक्षण पूरा हो गया है और



- डीजीसीए ने दिया था सात दिन में जांच करने का निर्देश
- एअर इंडिया ने लॉकिंग सिस्टम का किया एहतियाती निरीक्षण

कोई समस्या नहीं पाई गई। बोइंग रखरखाव कार्यक्रम के अनुसार सभी बोइंग 787-8 विमानों में थ्रॉटल कंट्रोल माइयूल बदला गया है। एफसीएस इसी माइयूल का हिस्सा है। फ्यूल कंट्रोल स्विच विमान के इंजन में ईंधन के प्रवाह को नियंत्रित करते हैं। विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने एअर इंडिया के बोइंग 787-8 विमान के दुर्घटनाग्रस्त होने पर शनिवार को अपनी प्रारंभिक रिपोर्ट जारी की थी। इसने अपनी रिपोर्ट

में कहा था कि विमान के फ्यूल कंट्रोल स्विच उड़ान भरने के कुछ ही सेकेंड में बंद हो गए थे, जिससे वह दुर्घटनाग्रस्त हो गया था।

वैश्विक एयरलाइंस समूह इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आइएटीए) ने कहा है कि एअर इंडिया विमान दुर्घटना पर एएआइबी की प्रारंभिक रिपोर्ट में लोगों की अपेक्षा से कहीं अधिक जानकारी है। आइएटीए एअर इंडिया सहित लगभग 340 एयरलाइनों का समूह है। बुधवार को सिंगापुर में कार्यक्रम के दौरान आइएटीए के महानिदेशक विली वाल्श ने कहा कि जांचकर्ताओं को समय दिया जाना चाहिए। यह विमानन उद्योग के लिए भी महत्वपूर्ण है कि रिपोर्ट समय पर प्रकाशित हो। उन्होंने कहा, मैं प्रारंभिक रिपोर्ट जारी करने के लिए भारत सरकार और एएआइबी की सराहना करता हूँ।



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एक इंजन फेल होने पर इंडिगो के विमान की मुंबई में आपात लैंडिंग

लखनऊ और पटना में भी विमानों में आई तकनीकी खराबी

जागरण न्यूज नेटवर्क, नई दिल्ली: दिल्ली से गोवा जा रही इंडिगो की एक उड़ान को हवा में ही एक इंजन फेल होने के कारण बुधवार रात मुंबई में आपात लैंडिंग करनी पड़ी। इसके अलावा बुधवार सुबह लखनऊ हवाई अड्डे पर एअर इंडिया के ब्रोडिंग विमान में तकनीकी खराबी आ गई, जिसके बाद दुबई जाने वाली उड़ान रद्द कर दी गई। इससे पहले पटना में मंगलवार रात इंडिगो की एक उड़ान के साथ बड़ा हादसा टल गया जब लैंडिंग के दौरान पायलट को आशंका हुई कि विमान को सुरक्षित उतारना संभव नहीं होगा। तब पायलट ने रनवे छूने के बाद विमान को फिर टेकआफ कर लिया और बाद में लैंड कराया।

सूत्रों ने बताया, "दिल्ली-गोवा मार्ग पर संचालित इंडिगो की उड़ान 6ई-6271 के एक इंजन में खराबी

तकनीकी खराबी के कारण एअर इंडिया एक्सप्रेस की लखनऊ-दुबई उड़ान रद्द, पटना में विमान रनवे छूने के बाद दोबारा उड़ा

के कारण उसे मुंबई की ओर मोड़ दिया गया था, जिसके बाद उसके लिए पूर्ण आपातकाल घोषित कर दिया गया।" उन्होंने बताया कि एयरबस ए320नियो से संचालित इस उड़ान की बुधवार रात 9.52 बजे आपात लैंडिंग हुई। एअर इंडिया एक्सप्रेस के विमान में खराबी के कारण लखनऊ-दुबई उड़ान रद्द कर दी गई। यह विमान बुधवार सुबह दुबई से लखनऊ के एयरपोर्ट पहुंचा था। यहां से उड़ान आइएक्स-193 को सुबह 8:35 बजे वापस दुबई रवाना होना था। बोर्डिंग और चेकइन प्रक्रिया के बाद 166 यात्री



विमान में बैठ गए थे। पायलट ने जैसे ही इंजन स्टार्ट किया, उसमें तकनीकी गड़बड़ी आ गई। पायलट ने एटीसी को उड़ान होल्ड करने की सूचना दी। वहीं पटना में जयप्रकाश नारायण अंतरराष्ट्रीय हवाई अड्डे पर मंगलवार रात 9:00 बजे दिल्ली से पटना आ रही इंडिगो की फ्लाइट 6ई-2482 लैंडिंग के दौरान रनवे पर निर्धारित टचडाउन प्वाइंट से आगे निकल गई। पायलट को आशंका हुई कि विमान को सुरक्षित लैंड कराना संभव नहीं होगा तो रनवे छूने के तुरंत बाद विमान को दोबारा ऊपर उठा लिया।



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एअर इंडिया को फ्यूल स्विच के लाकिंग सिस्टम में कोई गड़बड़ी नहीं मिली

नई दिल्ली, प्रेस : एअर इंडिया ने अपने बोइंग 787 विमानों में फ्यूल कंट्रोल स्विच के लाकिंग सिस्टम की जांच बुधवार को पूरी कर ली और इसमें कोई समस्या नहीं पाई गई। विमानन नियामक डीजीसीए ने सोमवार को विमानन कंपनियों से उनके बोइंग 787 और 737 विमानों में फ्यूल स्विच लाकिंग प्रणाली की सात दिनों में जांच करने को कहा था। यह निर्देश एअर इंडिया के बोइंग 787 विमान की दुर्घटना की प्रारंभिक जांच रिपोर्ट आने के कुछ दिन बाद दिया गया था।

एअर इंडिया के पायलटों को भेजे गए एक संदेश का हवाला देते हुए कंपनी के एक अधिकारी ने कहा कि सप्ताहांत में हमारी इंजीनियरिंग टीम ने हमारे सभी बोइंग 787 विमानों के फ्यूल कंट्रोल स्विच (एफसीएस) को लाक करने की प्रणाली का ऐहतियाती निरीक्षण शुरू किया। निरीक्षण पूरा हो गया है और कोई समस्या नहीं पाई गई। अधिकारी ने यह भी बताया कि बोइंग रखरखाव कार्यक्रम के अनुसार सभी बोइंग 787-8 विमानों

डीजीसीए ने विमानन कंपनियों को दिया था सात दिन में जांच करने का निर्देश

एअर इंडिया ने लाकिंग सिस्टम का किया ऐहतियाती निरीक्षण, जांच पूरी



फ्यूल कंट्रोल स्विच।

प्रतीकात्मक

में श्रॉटल कंट्रोल माड्यूल बदला गया है। एफसीएस इसी माड्यूल का हिस्सा है। फ्यूल कंट्रोल स्विच विमान के इंजन में ईंधन के प्रवाह को नियंत्रित करते हैं। विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने एअर इंडिया के बोइंग 787-8 विमान

आइएटीए ने कहा, एएआइबी की प्रारंभिक रिपोर्ट देती है अपेक्षा से अधिक जानकारी

वैश्विक एयरलाइंस समूह इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आइएटीए) ने कहा है कि एअर इंडिया विमान दुर्घटना पर एएआइबी की प्रारंभिक रिपोर्ट में लोगों की अपेक्षा से कहीं अधिक जानकारी है, जो मददगार साबित हो सकती है। आइएटीए एअर इंडिया सहित लगभग 340 एयरलाइनों का समूह है। बुधवार को सिंगापुर में एक कार्यक्रम के दौरान आइएटीए के महानिदेशक विली याल्सा ने कहा, जांचकर्ताओं को समय दिया जाना चाहिए। लेकिन यह महत्वपूर्ण है कि रिपोर्ट समय पर प्रकाशित हो।

के दुर्घटनाग्रस्त होने पर शनिवार को अपनी प्रारंभिक रिपोर्ट जारी की थी। इसने अपनी रिपोर्ट में कहा था कि विमान के फ्यूल कंट्रोल स्विच उड़ान भरने के कुछ ही सेकेंड में बंद हो गए थे, जिससे वह दुर्घटनाग्रस्त हो गया था।



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हवा में एक इंजन फेल होने पर इंडिगो के विमान की मुंबई में आपात लैंडिंग

जागरण न्यूज नेटवर्क, नई दिल्ली

दिल्ली से गोवा जा रही इंडिगो की एक उड़ान को हवा में ही एक इंजन फेल होने के कारण बुधवार रात मुंबई में आपात लैंडिंग करनी पड़ी। इसके अलावा बुधवार सुबह लखनऊ हवाई अड्डे पर एअर इंडिया एक्सप्रेस के बोइंग विमान में तकनीकी खराबी आ गई, जिसके बाद दुबई जाने वाली उड़ान रद्द कर दी गई। इससे पहले पटना में मंगलवार रात इंडिगो की एक उड़ान के साथ बड़ा हादसा टल गया जब लैंडिंग के दौरान पायलट को आशंका हुई कि विमान को सुरक्षित उतारना संभव नहीं होगा। तब पायलट ने रनवे छूने के बाद विमान को फिर टेकऑफ करा लिया और बाद में सुरक्षित लैंड कराया।

सूत्रों ने बताया, "दिल्ली-गोवा मार्ग पर संचालित इंडिगो की उड़ान 6ई-6271 के एक इंजन में खराबी के कारण उसे मुंबई की ओर मोड़ दिया गया था, जिसके बाद उसके लिए पूर्ण आपातकाल घोषित कर

एयरबस ए-320नियो विमान से हो रही थी संचालित



इंडिगो विमान सेवा।

फाइल

दिया गया।" उन्होंने बताया कि एयरबस ए320नियो से संचालित इस उड़ान की बुधवार रात 9.52 बजे आपात लैंडिंग हुई। विमान में सवार लोगों की संख्या का तुरंत पता नहीं चल सका।

एअर इंडिया एक्सप्रेस के विमान में तकनीकी खराबी के कारण लखनऊ-दुबई उड़ान रद्द कर दी गई। यह विमान बुधवार सुबह दुबई से लखनऊ के एयरपोर्ट पहुंचा था। यहां से उड़ान आइएक्स-193 को सुबह 8:35 बजे वापस दुबई रवाना होना था। बोइंग और

चेकइन प्रक्रिया के बाद 166 यात्री विमान में बैठ गए थे। पायलट ने जैसे ही इंजन स्टार्ट किया, उसमें तकनीकी गड़बड़ी आ गई। पायलट ने एटीसी को उड़ान होल्ड करने की सूचना दी। एअर इंडिया के इंजीनियर मौके पर पहुंचे, लेकिन गड़बड़ी ठीक नहीं हो सकी। उड़ान को बोइंग 737 मैक्स विमान से संचालित किया जाना था। यात्रियों को होटल में ठहरने, पूरा पैसा वापस करने या बाद की तिथि में मुफ्त बुकिंग का विकल्प दिया गया था। ज्यादातर यात्रियों ने होटल में ठहरने का विकल्प चुना। उड़ान गुरुवार को लगभग उसी समय के लिए पुनर्निर्धारित की गई है। पटना में जयप्रकाश नारायण अंतरराष्ट्रीय हवाई अड्डे पर मंगलवार रात 9:00 बजे दिल्ली से पटना आ रही इंडिगो की फ्लाइट 6ई-2482 लैंडिंग के दौरान रनवे पर निर्धारित टचडाउन प्वाइंट से आगे निकल गई। आशंका हुई कि विमान को सुरक्षित लैंड कराना संभव नहीं होगा तो उन्होंने रनवे छूने के तुरंत बाद विमान को दोबारा ऊपर उठा लिया।

घोर लापरवाही

यूकाडा ने भेजा नोटिस, कंपनी के सभी हेलीकाप्टर के संचालन पर लगाई रोक, एसीईओ यूकाडा संजय टोलिया ने मामले की जांच की शुरू

खराब मौसम में बिना अनुमति केदारनाथ पहुंचा हेलीकाप्टर

राज्य ब्यूरो, जागरण • देहरादून

उत्तराखंड में हेली कंपनियां हेलीकाप्टर संचालन में नियमों का उल्लंघन करने से बाज नहीं आ रही हैं। ताजा मामला हेरिटेज एविएशन का है। कंपनी के एक हेलीकाप्टर ने बीते सोमवार को उत्तराखंड नागरिक उड़्डयन विकास प्राधिकरण (यूकाडा) द्वारा अनुमति निरस्त करने के बावजूद खराब मौसम में यात्रियों की जान को खतरे में डालते हुए केदारनाथ घाम के लिए उड़ान भरी। यूकाडा ने कंपनी को नोटिस देते हुए जांच शुरू कर दी है। साथ ही, हेली कंपनी के हेलीकाप्टर की यूकाडा के सभी हेलीपैड से हवाई संचालन पर रोक लगा दी है।

बता दें कि इस वर्ष उत्तराखंड में पांच हेलीकाप्टर हादसों में 13 लोगों की जान जा चुकी है। बीते सोमवार को हेरिटेज एविएशन के हेलीकाप्टर ने देहरादून से केदारनाथ घाम के लिए उड़ान को अनुमति मांगी। यूकाडा ने उसे दोपहर दो बजे अनुमति दी। इसके बाद मौसम खराब होने के कारण यूकाडा ने यह अनुमति निरस्त



केदारनाथ हेली सेवा।

फाइल

कर दी। इसके बावजूद शाम को तकरीबन पांच बजे यह हेलीकाप्टर रोकने के प्रयास के बावजूद बिना अनुमति के यात्रियों के साथ केदारनाथ घाम पहुंच गया। इस हेलीकाप्टर में बदरीनाथ केदारनाथ मंदिर समिति (बीकेटीसी) के अध्यक्ष हेमंत द्विवेदी समेत दो अन्य व्यक्ति उपस्थित थे। यूकाडा के जांच अधिकारी व अपर मुख्य कार्यकारी अधिकारी यूकाडा संजय टोलिया ने कहा कि जांच में नियमों के उल्लंघन के आरोप में जो दोषी पाया जाएगा, उसके विरुद्ध कड़ी कार्रवाई की जाएगी।

ओडिशा के मुख्यमंत्री का हेलीकाप्टर मरम्मत के लिए भेजा गया मुंबई

जास, भुवनेश्वर : ओडिशा के मुख्यमंत्री मोहन चरण माझी का बंद पड़ा हेलीकाप्टर मरम्मत के लिए बुधवार को केंद्रपाड़ा जिले में सड़क मार्ग से मुंबई के लिए रवाना हुआ। माझी इस हेलीकाप्टर से नौ जून को केंद्रपाड़ा पहुंचे थे लेकिन आकाशीय बिजली गिरने के कारण विमान में तकनीकी खराबी आ गई थी। अतिरिक्त जिला मजिस्ट्रेट रवींद्र कुमार मलिक ने बताया कि इंजीनियर विमान में

आई दिक्कतों को ठीक नहीं कर सके और विमान केंद्रपाड़ा कालेज के खेल मैदान में फंस गया था। विमानन इंजीनियरों की एक टीम ने हेलीकाप्टर के ब्लेड को हटा दिया और बाद में, एक अर्थभूतल की मदद से ट्रेलर ट्रक पर रखा गया और मुंबई के लिए रवाना कर दिया गया। मुंबई स्थित एचसीपीएल के संचालन प्रबंधक कार्तिक चंद्र दत्ता ने कहा, मुंबई पहुंचने के बाद, हेलीकाप्टर की मरम्मत की जाएगी।

खराब मौसम के कारण दिल्ली से चार विमान जयपुर डायवर्ट

जागरण संवाददाता, जयपुर: खराब मौसम के कारण दिल्ली एयरपोर्ट पर दृश्यता कम होने से चार विमानों को जयपुर डायवर्ट किया गया। इनमें इंडिगो के काठमांडू व श्रीनगर से दिल्ली जाने वाले और एअर इंडिया के पटना व कोलकाता से दिल्ली जाने वाले विमान शामिल हैं। दिल्ली में मौसम की स्थिति ने

यात्रियों को असुविधा में डाल दिया, क्योंकि कई उड़ानें समय पर नहीं चल पाईं। एयरपोर्ट प्राधिकरण ने यात्रियों को सलाह दी है कि वे उड़ानों की स्थिति की जानकारी पहले से प्राप्त करें और यात्रा के समय में आवश्यक बदलाव करें। एयरलाइंस ने यात्रियों को असुविधा के लिए खेद व्यक्त किया है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

17 JULY 2025

Air India, Global Carriers Confirm Boeing 787 Fuel Switches are Safe

Our Bureau

New Delhi: Air India did not find defects with the fuel control switches on its Boeing 787 fleet, after completing safety checks on their locking mechanism, a senior airline official said on Wednesday.

"Over the weekend, our engineering team initiated precautionary inspections on the locking mechanism of fuel control switch on all our Boeing 787 aircraft. The inspections have been completed and no issues were found," Abhishek Durga Dethan, chief pilot of Air India's Boeing 787 fleet, said in a letter to pilots of the Tata Group-owned airline.

Across the world, Singapore Airlines, Lufthansa, Korean Air, and Etihad Airways also said that similar checks done by them did not show any issues.

It is not yet known whether similar checks on the Boeing 737 jets operated by Air India Express also did not find any concern.

ET reported in its July 15 edition citing an Air India official that the airline had started checks on the fuel control switches (FCS) on Saturday and completed them on half of its Boeing fleet so far. The checks haven't identified any defects, the official said.

"All our Boeing 787-8 aircraft have also undergone Throttle Control Module (TCM) replacement as per the Boeing maintenance schedule. The FCS is part of this module," the airline added.

Air India further directed its relevant staff to remain vigilant and report any defect in the technical log, as per the existing reporting process.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

17 JULY 2025

India, Kuwait Agree to Raise Flight Seats by 50%

Weekly capacity raised to 18,000, likely lowering airfares and aiding Indian workers in Kuwait

Arindam Majumder

New Delhi: India has signed a new air agreement with Kuwait that allows for a 50% increase in the number of seats operated by the carriers of both countries to 18,000 per week, a development that is expected to bring down airfares and benefit thousands of Indian citizens working in the West Asian country.

The move comes in response to a long-standing demand to allow an increase in seats as airlines of both sides had exhausted their quota, leading to a sharp increase in air fares. The permitted capacity was last raised 18 years ago, when the weekly entitlements of each side were increased to 12,000 seats from 8,320 seats, said people familiar with the matter.

As part of the agreement – signed in Delhi on Tuesday between the delegations of the two countries, led by civil aviation secretary

Samir Kumar Sinha and Sheikh Hamoud Al-Mubarak, president of Kuwait's Directorate General of Civil Aviation, respectively – Indian airlines will get priority on landing and parking slots at Kuwait's airports. The issue of enhanced air connectivity was discussed during Prime Minister Narendra Modi's visit to Kuwait in December 2024, said the people. Indian and Kuwaiti carriers

such as Air India Express, Akasa Air, IndiGo, Jazeera Airways and Kuwait Airways operate nearly 40 flights daily between the two countries. Kuwait Airways, with 54 flights per week, and IndiGo, with 36 weekly flights, are the two largest carriers from the two sides. Demand has increased substantially over time as Kuwait has attracted a large number of Indian workers.

IndiGo Plane makes Emergency Landing

MUMBAI A Goa-bound IndiGo flight from Delhi made an emergency landing here after it was diverted to the city due to a mid-air engine failure, according to a source. The flight, operated with an Airbus A320neo, made an emergency landing at 9.52 pm, the source said. "Full emergency declared for IndiGo flight 6E-6271, operating on Delhi-Goa route after it was diverted to Mumbai due to 1 engine failure," the source said. —PTI

Wings Unlocked

Move follows a long-standing call to raise seat capacity as exhausted quotas caused sharp airfare increases

The last capacity increase was 18 years ago, from **8,320 to 12,000** weekly seats each



Nearly **40 daily flights** operate between **India and Kuwait** by multiple carriers



Demand has grown sharply as **Kuwait** attracts many **Indian workers**, particularly from **Kerala**



"The shortage leads to exorbitant prices. This type of new agreement will significantly benefit the population," said Raja Sethunath, council chair, Assocham.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

17 JULY 2025

LACK OF CLARITY STOKES RASHOMON EFFECT

AI crash: AAIB report holds back key details, raises more questions

SUKALP SHARMA
& ANIL SASI
New Delhi, July 16

A PRELIMINARY INVESTIGATION report into an aircraft accident is generally just that: an initial status report that details the circumstances of the crash and presents bare facts known in the early stage of the probe.

This particular 15-page preliminary report on the AI 171 crash goes beyond the mandate by giving some additional details, but selectively. Without the proper context, necessary elaboration, and disclosure of related information, it has lent itself to a great deal of ambiguity by the way details have been worded. Unsurprisingly, there seem to be more questions than answers, and the level of speculation on the causes—which was expected to moderate after the report's release—has only gone several notches higher. As one expert put it: the report says a lot, but reveals little, and fuels confusion.

There has been no serious attempt on the part of the Aircraft Accident Investigation Bureau (AAIB) before or after the report to clarify on genuine and technical questions being raised



There has been no serious attempt on part of the Aircraft Accident Investigation Bureau (AAIB) before or after the report to clarify on genuine and technical questions being raised by experts

by experts and explain the evident gaps. Ever since the crash occurred, official information on the investigation's progress has been scarce, leading to wild speculation on social media and even news media. The civil aviation ministry has so far held just one briefing on the accident where no questions were taken.

In the absence of a regular flow of official information, an information vacuum has been created, which is being filled by wild speculation, misinformation, and even fake news. Add to

that an abstruse initial probe. All this is leading to a lot of conjecture and largely uninformed finger-pointing. The dead pilots, Air India, Boeing, GE; pick your target. All this stokes a kind of Rashomon effect—the same data and events being interpreted in multiple different ways, depending on who is reviewing it.

No time stamp

The one statement captured as a paraphrased exchange between the pilots has been pre-

sented without full context, and without timestamps does beg the question: was it relevant to put just this one line out, instead of the full transcript? From the cockpit voice recorder (CVR) data, the report states that one of the pilots asked the other why he cut off the fuel, to which the other pilot responded saying he did not. But what was said before and after that is conspicuous by its absence in the report.

What does this exchange point to? Was it a case of pilot action—inadvertent or deliber-

ate? Or does it show confusion in the cockpit over how and why the fuel supply to engines was cut off? The selective use of this brief exchange has kept experts, industry watchers, and the public at large guessing.

The CVR is extremely sound-sensitive and generally picks up even the slightest amount of noise, like the drop of a pilot's pen to the cabin floor. So, it is highly probable that any manual fuel switch operation would have been recorded by the CVR.

Then, there is use of the term "transitioned" to describe the RUN to CUT OFF. The report nowhere states that the switches were physically moved. Yet, just the way it is written and structured, and the use of selective, cherry-picked information has many believing that it implicitly points a finger at the pilots, who are not here to defend themselves. There is also no time stamp mentioned. So, it is not clear at what stage of the 30-odd-second flight did that exchange actually take place, which is critical information required to piece together the chronology of events leading up to the worst aviation disaster involving an Indian airline in four decades.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 JULY 2025

AI restores flights on several routes

Dhairya Gajara

MUMBAI

After observing a safety pause for almost a month, Air India announced a partial restoration of schedules on several routes. While only a few of the curtailed routes have been completely restored, most of them will be reinstated in a phased manner from October.

Following the tragic crash of Air India's AI-171 in Ahmedabad on June 12 that killed 280 people, the airline faced severe shortage of aircraft due to the mandatory safety checks of its wide-body fleet ordered by the Director General of Civil Aviation (DGCA), voluntary inspection of its narrow-body fleet and the airspace restrictions in the Middle-East. On June 18, it announced reducing its international services on widebody aircraft by 15 per cent and later also suspended six international routes and reduced frequencies on 32 international and domestic routes till July 15.

As Air India nears the announced timeframe of July 30 for curtailment, it

announced partial restoration of its services on multiple sectors on Tuesday. The partial resumption will see restoration of some frequencies from August 1, with full restoration planned from October 1. The airline announced replacement of Ahmedabad-London Gatwick service, which was operated five times a week, with a new Ahmedabad-London Heathrow route, which will operate three times a week from August 1 to September 30.

Air India completely reinstated or increased frequencies on two routes to Europe. This included Delhi to London Heathrow route reinstated with two weekly flights which were previously curtailed with all 24 flights in the week to operate from July 16. The flights on the Delhi-Zurich route will also be increased from four flights a week to five flights a week from August 1. In Far-East, the daily flights from Delhi to Tokyo (Haneda) will be operated from August 1 and Delhi-Seoul (Incheon) will be operated with five flights a week from September 1.



Corporate Communications Directorate

THE HINDU

DELHI

17 JULY 2025

Stranded U.K. fighter jet likely to be moved out next week

The Hindu Bureau
THIRUVANANTHAPURAM

The maintenance work on the grounded F-35B fighter jet of the Royal Air Force, United Kingdom, has entered the final stages in Kerala.

The jet made an emergency landing at the Thiruvananthapuram international airport on June 14 following technical glitches. An expert team of engineers from the U.K. started attending to the jet from July 6. They have refuelled the aircraft to inspect its operational efficiency.

Though the U.K. authorities have not officially communicated the status of the maintenance work



The F-35B fighter jet made an emergency landing at the Thiruvananthapuram airport on June 14. SPECIAL ARRANGEMENT

and its likely departure, it is expected that the aircraft can be taken back to its base station in the fourth week of July.

The aircraft requires the clearance of the Ministry of External Affairs and the Ministry of Defence to fly back to the U.K.

The grounding of the aircraft set off a flurry of memes on social media, with a post by the Kerala Tourism Department going viral. It said: 'Kerala is a destination that you will never want to leave,' against the background of a picture of the jet.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

17 JULY 2025

DELHI-GO A FLIGHT LANDS IN MUMBAI AFTER ENGINE FAULT

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: An IndiGo flight from Delhi to Goa made an emergency landing in Mumbai on Wednesday night after experiencing an engine issue mid-air, Mumbai airport officials said.

Flight 6E 6271, an Airbus A320neo, safely landed at 9.53pm IST with 191 people on board.

The aircraft was flying from Indira Gandhi International Airport to Goa when the incident occurred at 9.27pm, about 100 nautical miles north of Bhubaneswar, officials said.

"The pilot declared 'PAN PAN PAN' due to a malfunction in engine number 1," said one airport official, speaking on condi-

continued on →15

EMERGENCY LANDING

tion of anonymity. PAN PAN PAN is an urgent message indicating a non-life-threatening emergency.

The flight crew requested a diversion to Mumbai at 9.32pm. Ambulances and fire tenders were placed on standby and followed the aircraft to the bay as per standard operating procedures, a second official said.

IndiGo described the incident as a technical glitch.

"A technical snag was detected on flight 6E 6271 whilst flying from Delhi to Manohar International Airport, Goa on 16 July 2025. Following procedures,

the aircraft was diverted and landed in Chhatrapati Shivaji Maharaj International Airport, Mumbai," an IndiGo spokesperson said.

Pilots' body asks DGCA for representation in AI-171 tragedy probe

HT Correspondent

letters@hindustantimes.com

NEW DELHI: After protesting the preliminary report of the AI-171 crash, the Airline Pilots' Association of India (ALPA-India) has met the Directorate General of Civil Aviation (DGCA) and raised the issue of lack of independent pilot representation in safety investigation.

The pilot body in the meeting on Monday requested the aviation regulator to grant them "at least an observer status" in AAIB investigation, citing global norms of pilot association involvement.

While the preliminary report, released on Saturday, did not make any immediate recommendation to Boeing or engine maker GE, it stated that the fuel control switches were in the "CUT OFF" position, hinting at possible human error though it did not mention a cause for the crash that claimed 260 lives.

"The DGCA had asked ALPA-I to submit documentary evidence from International Federation of Air Line Pilots' Associations (IFALPA) and other jurisdictions where pilot associations are formally included," a statement from ALPA read.

"The DGCA directed the CFOI (chief flight operations inspector) to facilitate a meeting between ALPA-I and AAIB. ALPA-India confirmed it will submit supporting international documentation," the statement further stated.

The body also discussed that the DGCA probes do not have independent pilot representations and made a case to be a permanent invitee for all investi-

Mumbai-Dubai flight delayed due to technical glitch

NEW DELHI: An Emirates flight from Mumbai to Dubai took off nearly three hours after its scheduled departure on Wednesday upon detection of a technical glitch.

Flight EK 505, a Boeing 777 aircraft, was scheduled to depart at 10.15am. As per Flightradar24, the flight took off at 1.04pm.

An Emirates spokesperson said: "Emirates flight EK505 from Bombay to Dubai on 16th July 2025 was delayed due to additional technical checks. After a thorough check, the flight departed two and a half hours later to Dubai, landing without incident at 14:03..."

gation boards concerning pilots.

"Time-bound investigations since pilots are often de-rostered without due process or expedited reinstatement mechanisms when exonerated. ALPA-India requested participation in future stakeholder meetings to improve engagement with all stakeholders and improve flight safety and optimisation," it stated.

Other issues discussed included medical assessments, flight duty time limitations, enforcement of eGCA rules. The aim, ALPA-India said, was to align Indian civil aviation regulations with international standards and improve the welfare and safety of pilots.

ON DECEMBER 12, 2024, FLIGHT BY SAME PLANE WAS CANCELLED DUE TO ELECTRIC FAILURE

Under scanner: Tech snag hours before crash, if switch can cut off without pilot command

Flight data analysis to focus on 'trail of errors' as noted in technical logs

ADITI RAJA
VADODARA, JULY 16

INVESTIGATORS PROBING the June 12 Air India plane crash are closely studying snags that cropped up in the electrical and software components of the aircraft which could possibly have triggered "un-commanded" actions.

The probe will ascertain the possibility of an 'un-commanded transition' of the fuel control switches to the

cut-off mode seconds after the lift-off," an official aware of the investigation told *The Indian Express*, requesting anonymity.

On June 12, the aircraft crashed less than a minute after take-off, killing 260 people, including 241 on board.

In fact, just hours before take-off from Ahmedabad to London Gatwick on June 12, a pilot flying the same aircraft from Delhi to Ahmedabad noted in the technical log a 'Stabilizer Position Transducer Defect', the official said.



AI 171 crashed shortly after take-off from Ahmedabad on June 12, killing 241 on board, 19 on ground

The Stabilizer Position Transducer is essentially a sensor that controls aircraft pitch — the

up and down movement of the nose — and transmits the data in electrical signals to the flight con-

trol system to ensure that responses to pilot input are accurate. The official said the malfunction was checked and the engineer did the trouble shooting as per Boeing procedure.

"The malfunction is a critical issue as it can trigger incorrect responses in flight control, including unintended fuel cut-off signal," the official said. But he added, "The Stabilizer Position Transducer malfunction did not cause this crash, but the question is whether it led to multiple sensor failure."

A few weeks before, there were at least two more incidents, one of electrical snags in the

CONTINUED ON PAGE 2

• Under scanner: Tech snag hours before crash

aircraft that led to flight cancellation and another relating to false fuel system warning flashing on the screen of the aircraft. The official said the flight data analysis would focus on the "trail of errors" as noted in technical logs to ascertain the health of the electric and software components of the aircraft.

According to him, the aircraft had previously experienced two major snags, including a flight cancellation due to an "unresolvable electric snag" in December 2024 and an emergency landing in 2015 due to Cabin Air Compressor (CAC) surge, a known malfunction on Boeing 787-8 Dreamliner. "On December 12, 2024, incidentally, the same AI-171 scheduled flight from Ahmedabad to Gatwick could not take off as it experienced a massive technical snag that led Air India to abort boarding... The issue was an electrical failure that had been indicated in the incoming flight from Delhi. The flight took off the next day on December 13 after the issue was resolved... A day prior, it had made a round trip between Delhi and Zurich, and no snags were reported," he said.

The investigators would delve into the 'history of technical fault' or malfunction in the course of the aircraft's life, the official said.

On July 12, a preliminary report by the Aircraft Accident Investigation Bureau (AAIB), an office attached to the Ministry of Civil Aviation, had brought much attention to a cockpit exchange between the two pilots of the ill-fated Boeing Dreamliner 787-8 over the "transition" of the fuel control switches that allow and cut fuel to the plane's engines. "In the cockpit voice recording, one of the pilots is heard asking

the other why did he cut-off. The other pilot responded that he did not do so," the report said, without identifying the pilots or any other part of the conversation.

Queries sent to the Director General of AAIB, Directorate General of Civil Aviation and Air India, did not elicit a response.

The official also said that the Engine Indication and Crew Alerting System (EICAS) of the aircraft in some flights preceding the June 12 Ahmedabad-Gatwick flight had displayed some system warnings.

On at least two occasions in the preceding three weeks, technical logs have recorded warnings, including a fuel system malfunction that later turned out to be a false alarm, the official said.

"The AI-171 pilots had performed the functions of take-off, consistent with the protocols, right from a pulled back yoke to the flap handle assembly, thrust levers as seen in the wreckage... the aircraft lifted off to initiate the climb after reaching Vr speed when the sensors switched to the 'air' mode. Whether electric failure or software bug led to un-commanded actions and resulted in an engine failure within seconds, causing a loud bang deployment of the RAT and the transition of the fuel switches to cut-off mode... given the sensor snag reported in the prior flight, we cannot overlook the possibility of a system error that resulted in the unexplained transition," the official said.

"The probe is on to ascertain if the switch locks were disengaged due to an anomaly or if the FADEC's (Full Authority Digital Engine Control) Engine Control Unit (the brain of the aircraft) malfunctioned as the micro-

processor could have misinterpreted the commands and initiated uncontrolled actions," he said.

The Flight Data Recorder, according to officials, captures electrical signals and not physical position of the gear inside the flight. "It does not give any picture of where the controls were positioned, but only captures what the sensors and back systems did," the official said.

"Usually, FADEC will attempt auto relight but it cannot do so without fuel supply... So, record shows that the pilots desperately attempted to cycle the fuel switch back to the run mode even as RAT began generating power... this was done to attempt relighting and thrust recovery. Unfortunately, with no safe altitude available, it could not be achieved... We have not come across any alarming or adverse medical report concerning any of the two pilots," the official said.

The *Indian Express* has reported earlier how if the aircraft had achieved an elevation of 3,600-4,900 feet, it could have made a safe Mayday landing with the power generated by the RAT. In this case, the AI-171 had gained an altitude of only 625 feet.

The probe agency is also corroborating the sequence of events with the statement of the lone witness in the case -- Viswash Kumar Ramesh, the surviving passenger on Seat 11A, who described the 40-second flight as having been "stalled right after take-off following a loud bang"; "fllickering green and white cabin lights turning on" and a feeling of the pilots "giving race" to attempt thrust before the plane crashed on to the ground.

International market data till 1500 IST

RASHOMON EFFECT

AAIB report teases some info, holds back key details & opens scope for interpretations

SUKALP SHARMA
& ANIL SASI
NEW DELHI, JULY 16

A PRELIMINARY investigation report into an aircraft accident is generally just that: an initial status report that details the circumstances of the crash and presents bare facts known in the early stage of the probe. This particular 15-page preliminary report on the AI 171 crash goes beyond the mandate by giving some additional details, but selectively. Without the proper context, necessary elaboration, and disclosure of related information, it has lent itself to a great deal of ambiguity by the way details have been worded. Unsurprisingly, there seem to be more questions than answers, and the level of speculation on the causes of the accident — which was expected to moderate after the report's release — has only gone several notches higher. As one expert put it: the report says a lot, but reveals little, and fuels confusion.

No attempts to explain gaps

There has been no serious attempt on the part of the Aircraft Accident Investigation Bureau (AAIB) before or after the report — uploaded on the AAIB website in the middle of the night — to clarify on genuine and technical questions being raised by experts and explain the evident gaps in information that the report contains. Ever since the crash occurred, official information on the investigation's progress has been scarce, leading to wild speculation on social media and even news media. The Ministry of Civil Aviation (MoCA) has so far held just one briefing on the accident — on June 14, two days after the crash — where no questions were taken. Prior to the release of the official preliminary report, there were just a few press releases on the status of the probe, with no real information on the findings.

In the absence of a regular flow of official information, an infor-



Wreckage of the Air India plane that crashed on June 12 in Ahmedabad, Gujarat.

Express file

mation vacuum has been created, which is being filled by wild speculation, misinformation, and even fake news. Add to that an abstruse initial probe. All this is leading to a lot of conjecture and largely uninformed finger-pointing. The dead pilots, Air India, Boeing, GE; pick your target. All this stokes a kind of Rashomon effect — the same data and events being interpreted in multiple different ways, depending on who is reviewing it.

Selective CVR disclosure

The one statement captured as a paraphrased exchange between the pilots has been presented without full context, in a paraphrased manner, and without timestamps does beg the question: was it relevant to put just this one line out, instead of the full transcript, which the investigators surely have in their possession? From the cockpit voice recorder (CVR) data, the report states that one of the pilots asked the other why he cut off the fuel, to which the other pilot responded saying he did not. But what was said before and after that is conspicuous by its absence in the report.

What does this exchange point to? Was it a case of pilot action — inadvertent or deliberate? Or does it show confusion in the cockpit over how and why the fuel supply to engines was cut off? The selective use of this brief exchange has kept experts, industry watchers, and the public at large guessing, with many drawing whatever

conclusion they deem fit; whatever they might want to believe.

The CVR is extremely sound-sensitive and generally picks up even the slightest amount of noise, like the drop of a pilot's pen to the cabin floor, even in the high-ambient-noise environment in the cockpit during take-off. So, it is highly probable that any manual fuel switch operation would have been recorded by the CVR, given that it's a spring-loaded switch that makes a distinct metallic click sound when it is pulled up and moved between its two modes — RUN and CUTOFF; multiple people aware of these operations have said.

Then, of course, there is use of the term "transitioned" to describe the RUN to CUT OFF change, which further adds to the ambiguity. The report nowhere states that the switches were physically moved. Yet, just the way it is written and structured, and the use of selective, cherry-picked information has many believing that it implicitly points a finger at the pilots, who are not here to defend themselves. There is also no time stamp mentioned on the brief exchange between the pilots quoted in the report. So, it is not clear at what stage of the 30-odd-second flight did that exchange actually take place, which is critical information required to piece together the chronology of events leading up to the worst aviation disaster involving an Indian airline in four decades.

FULL REPORT ON
www.indianexpress.com



विमानन कंपनी ने की घोषणा

एक अगस्त से फिर बहाल होंगी एअर इंडिया की आंशिक उड़ानें

जनसत्ता ब्यूरो
नई दिल्ली, 16 जुलाई।

एअर इंडिया ने 12 जून को उड़ान संख्या एआइ 171 के अहमदाबाद हादसे के बाद लागू 'सुरक्षा विराम' के बाद एक अगस्त से अपने अंतरराष्ट्रीय परिचालन को चरणबद्ध तरीके से बहाल करने की घोषणा की है। एअरलाइन को अपने बोइंग 787 विमानों पर एहतियाती निरीक्षण करने सहित पाकिस्तान और मध्य पूर्व के हवाई क्षेत्रों के बंद होने से प्रभावित उड़ानों के समय को भी समायोजित करने का मौका मिलेगा। एअरलाइन ने एक अगस्त से आंशिक सेवाएं बहाल करने की घोषणा करते हुए कहा, एक अक्टूबर तक पूर्ण रूप से सामान्य परिचालन शुरू होने की उम्मीद है।

एअर इंडिया का वह निर्णय, विमान दुर्घटना जांच ब्यूरो (एएआइबी) द्वारा उड़ान आइ 171 के दुर्घटनाग्रस्त होने को लेकर जारी प्रारंभिक रपट के बाद लिया गया है। विमान हादसे में 260 लोग मारे

चरणों में कुछ अंतरराष्ट्रीय मार्गों पर संचालित होंगी सेवाएं

एक अगस्त से 30 सितंबर तक, एअर इंडिया अहमदाबाद और लंदन (हीथ्रो) के बीच साप्ताहिक तीन उड़ानें संचालित करेगी, जो अहमदाबाद और लंदन (गेटविक) के बीच वर्तमान में संचालित पांच उड़ानों की जगह लेगी। इसके साथ ही, पहले से कम की गई दिल्ली-लंदन (हीथ्रो) की दो साप्ताहिक उड़ानें बहाल कर दी गई हैं। सप्ताह में 24 उड़ानें संचालित होंगी। एक अगस्त से दिल्ली-ज्यूरिख साप्ताहिक उड़ानों की संख्या चार से बढ़ाकर पांच कर दी गई है। दिल्ली-तोक्यो (हनेडा) दो साप्ताहिक उड़ानों को बहाल कर दिया गया है

गए थे। रपट के अनुसार, उड़ान भरने के तुरंत बाद इंजन के दोनों ईंधन स्विच से 'कट ऑफ' स्थिति में आ गए थे, जिससे विमान ऊपर नहीं उठ सका और वह दुर्घटनाग्रस्त हो गया।

और एक अगस्त से सभी सत्र उड़ानें साप्ताहिक रूप से संचालित होंगी। दिल्ली-सियोल (इंचियोन) पहले से कम की गई दो साप्ताहिक उड़ानें बहाल कर दी गई हैं। एक अक्टूबर से पहले 30 सितंबर तक विभिन्न मार्गों पर कटीती और परिवर्तित मार्ग वाली उड़ानों की आवृत्ति भी चरणों में पूर्ण रूप से बहाल किए जाने की उम्मीद है। इनमें यूरोप, उत्तर अमेरिका, आस्ट्रेलिया की उड़ानें भी शामिल हैं। एअर इंडिया 63 छोटी, लंबी और अत्यधिक लंबी दूरी के मार्गों पर प्रति सप्ताह 525 से अधिक अंतरराष्ट्रीय उड़ानें संचालित करती है

इसके बाद एहतियाती सुरक्षा जांच में बढ़ोतरी और कुछ देशों के हवाई क्षेत्र बंद होने के कारण लंबे उड़ान मार्गों को देखते हुए कई मार्गों पर उड़ानें, निलंबित या कम कर दी गई थीं।

LOKSATYA

DELHI

17 JULY 2025

खराब मौसम से दिल्ली एयरपोर्ट पर पांच उड़ानों का मार्ग बदला



- इंडिगो और एयर इंडिया की दो-दो उड़ानों को जयपुर, एयर इंडिया की एक अन्य उड़ान को अमृतसर की ओर मोड़ दिया गया

नई दिल्ली, लोकसत्य

खराब मौसम के कारण बुधवार अपराह्न दिल्ली हवाई अड्डे पर कम से कम पांच उड़ानों का मार्ग परिवर्तित करना पड़ा। एक अधिकारी के अनुसार, इंडिगो और एयर इंडिया की दो-दो उड़ानों को जयपुर भेजा गया, जबकि एयर इंडिया की एक अन्य उड़ान को अमृतसर की ओर मोड़ दिया गया।

एअर इंडिया ने अपराह्न 1.44 बजे 'एक्स' पर एक पोस्ट में कहा कि तेज हवा और बारिश से दिल्ली में उड़ान संचालन प्रभावित हो रहा है। विमानन कंपनी इंडिगो ने अपराह्न 2.17 बजे 'एक्स' पर एक पोस्ट में कहा, 'आज दिल्ली में भारी बारिश का अनुमान है, और हालांकि अभी हमारा परिचालन निर्धारित समय पर चल रहा है, लेकिन बाद में विमान सेवा में मौसम संबंधी देरी की आशंका है।' राष्ट्रीय राजधानी स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का सबसे बड़ा हवाई अड्डा है और यहां से प्रतिदिन लगभग 1,300 उड़ानों का परिचालन होता है।

Will new rules for aircraft make the flight smoother?

BY DAANISH ANAND

The civil aviation ministry has proposed the draft Indian Aircraft Rules 2025. The new rules would eventually replace two British-era laws and align with International Civil Aviation Organization laws. What do the rules say, and why are these important? *Mint* breaks it down.



1 Why do these new rules matter?

The Indian Aircraft Rules, 2025, are an effort to update rules in the aviation sector. The new rules would replace two British era laws—the aircraft rules of 1920 and 1937. The Radio Telephone Operator (Restricted) Certificate and Licence Rules, 2025, will also be replaced. The new rules align with those of the International Civil Aviation Organization. A refresh is needed as India's aviation market is expanding rapidly—it is the largest domestic market after the US and China. Indian airlines have big plans, with over 1,500 aircraft on order. The rules could also boost the confidence foreign lessors.

2 What are the reforms proposed in the draft?

The draft proposes reforms across pilot licensing, airworthiness and training, safety and oversight. Earlier, it was mandatory for a pilot to have a science background in high school with mathematics and physics as subjects. In the proposal, students with arts and commerce degrees can also opt for a student pilot's licence. Anyone with a Class 10 qualification can apply for this licence and a private pilot's licence for airplanes and helicopters. Currently, it is essential to have a 10-2 qualification. The rules also propose to make it easier to attain a commercial pilot's licence and airline transport pilot licence with schooling until Class 12.



3 How will easier licensing rules help?

India has a huge shortage of pilots. As per CAPA India, by 2030 India will require at least 10,000 new pilots. Experts say relaxing rules for student pilots will be a win-win situation for all stakeholders. Public and industry stakeholders now have till 14 August to respond to the draft, following which the rules are set to be notified through a gazette notification.

4 Any rules around aviation safety?

The proposed rules talk about enhanced focus on safety management systems for all entities. The Directorate General of Civil Aviation will establish an enhanced mandatory safety reporting system to facilitate collection of safety data and safety information on actual or potential safety. The draft laws have also included 'fatigue management' as a separate section. In the British-era laws, this was missing. Fatigue management would be applicable to the crew, pilots and air traffic controllers.

5 What are the current fatigue rules?

For pilots, the duty hours are currently 13 hours maximum per day, including up to 9 hours of flying, while for cabin crew members, the mandate is 12 hours of rest daily and 48 hours of rest weekly. The draft rules now propose to increase pilots' weekly rest from 36 to 48 hours and reduce night flying from 1 November. The airlines have sought more time for implementation as it would lead to increased cost. Nonetheless, they have started to implement some rules in a phased manner.

'NO PROBLEM WITH LOCKING MECHANISM': OFFICIAL

AI finds no issues with B787 fuel switch safety

OUR CORRESPONDENT

NEW DELHI: Air India on Wednesday completed the inspection of the locking mechanism of fuel control switches in its Boeing 787 planes and did not find any issues, according to an airline official.

On Monday, aviation watchdog DGCA directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes against the backdrop of AAIB's preliminary report stating that fuel switches were cut off before the Air India plane crash that killed 260 people last month.

"Over the weekend, our Engineering team initiated precautionary inspections on the locking mechanism of Fuel Control Switch (FCS) on all our Boeing 787 aircraft. The inspections have been completed and no issues were found," the official said, quoting an internal message sent to Air India pilots.

The official also said that all the Boeing 787-8 aircraft have undergone Throttle Control Module (TCM) replacement as per the Boeing maintenance schedule. FCS is part of this module.

FCS regulate the flow of fuel into the aircraft engines. In its preliminary report on the Boeing 787-8 crash released on Saturday, the Aircraft Accident Investigation Bureau (AAIB) said the fuel supply to both engines of the plane was cut off within a gap of one second, causing confusion in the cockpit soon after take off.

A 15-page preliminary investigation report



The official also said that all the Boeing 787-8 aircraft have undergone Throttle Control Module (TCM) replacement

PTI

AI Express Boeing 737 plane faces tech issue

MUMBAI: An Air India Express Boeing plane faced a technical issue at Lucknow airport on Wednesday morning following which the flight from the city to Dubai was cancelled, according to a source. The flight IX 193 was to be operated with a Boeing 737 MAX aircraft. The source said the Lucknow-Dubai flight was cancelled due to a technical issue with the aircraft, and over 155 people were to take the flight. There was no official statement from Air India Express. The flight is rescheduled for around the same time on Thursday.

AGENCIES

into the Air India plane crash revealed fuel-control switches of the two engines moved from the "run" to the "cutoff" position, within the space of one second, leading to immediate loss of altitude.

"In the cockpit voice recording, one of the pilots is heard asking the other why did he cut off? The other pilot responded that

he did not do so," the report said.

AAIB, which mentioned FAA's SAIB in the report, did not suggest any recommended action. The airline has also asked pilots to remain vigilant and report any defect in the technical log, as per the existing reporting process, the official added.

‘Electrical malfunction could have led to fuel switch cut off before AI plane crash’

While the initial report does not provide any conclusions

OUR CORRESPONDENT

NEW DELHI: An electrical malfunction could have led to the fuel switches moving to the cut off position without the pilots knowing about it before Air India’s Boeing 787-8 plane crashed last month, aviation expert Captain (Retd) Ehsan Khalid said on Wednesday.

On Saturday, the Aircraft Accident Investigation Bureau (AAIB), in its preliminary report on the Air India’s Boeing 787-8 accident that killed 260 people on June 12, said the fuel switches to the engines of the aircraft were cut off within a gap of 1 second immediately after takeoff and caused confusion in the cockpit before the plane crashed into a building.

While the initial report does not provide any conclusions, there are speculations in certain quarters that a possible pilot error could be a reason for the crash.

In an interview to news agency, Khalid, an Air Force



veteran, also said the entire cockpit voice recording could have been made public by the AAIB and if that was released, “these speculations or insinuations or smear campaign would not have been there because a pilot, as a community, feels that they are the goalkeeper of flight safety”.

He also said the AAIB report has given rise to more speculations, which were not there before.

Citing cockpit voice recording, the 15-page preliminary report said one pilot asked why

the switch was cut off, and the other pilot responded that he did not do so. The AI 171 flight, operated with the Boeing 787-8 aircraft, was flying from Ahmedabad to London Gatwick.

According to Khalid, an electrical malfunction could also have resulted in the aircraft’s fuel switches being cut off soon after takeoff.

“While it is also true that the switch may be in one position and that position may be 1 and the second position is 0 in electrical terms... (then) 0 to 1

Key Points

- » Citing cockpit voice recording, the 15-page preliminary report said one pilot asked why the switch was cut off, and the other pilot responded that he did not do so
- » According to Khalid, an electrical malfunction could also have resulted in the aircraft’s fuel switches being cut off soon after takeoff

or 1 to 0 (position) could have transitioned because of an electrical malfunction or a signal malfunction while the switch could be at the same point.

“That is why I think AAIB, in their own judgment, were very careful in not using the word that fuel switches were moved. They could have used it. It is not that they do not know about it,” he said.

The AAIB report also mentioned that when the fuel switch is moved from cutoff to run, the start sequence starts.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

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

17 JULY 2025

DGCA to revise medical parameters for pilots to match global standards: Assn

EXPRESS NEWS SERVICE | New Delhi

AVIATION regulator, the Directorate General of Civil Aviation (DGCA), has agreed to form a committee that will prescribe revised medical parameters for pilots operating civilian aircrafts in India, the Airline Pilots Association of India (ALPA) has said. According to the pilots body the panel would be in line with the standards and recommendations of the International Civil Aviation Organisation (ICAO).

The move followed a grievance raised by the association that mandatory medical evaluations done by the DGCA's empanelled centres were inconsistent with the international body's recommendations.

An official release said the nod for the committee was one of the positive outcomes of a meeting between the ALPA and the regulator at the latter's head office in New Delhi on Monday (July 14). ALPA is a two-decade-old organisation based in Bengaluru, comprising over 1,000-plus Indian pilots working within the country and abroad.

Last week, the association had rejected the findings of the probe into the Ahmedabad crash by the Aircraft Accidents



Investigation Bureau (AAIB) and lashed out at the bias toward pilot error. Currently, the medical evaluations for civilian pilots are conducted at the Institute of Aerospace Medicine in Bengaluru and the Air Force Central Medical Establishment of the Indian Air Force.

Captain Anil Rao, ALPA's General Secretary also pointed out that flight safety was compromised and pilot rights were violated due to the extension of the flight duty timings. The Flight Duty Time Limitations (FDTL) was misinterpreted by the airlines, he explained.

"The weekly rest provisions were misinterpreted, fatigue was being marked as sick leave and the FDTL extensions were beyond Civil Aviation Require-

ments (CAR) rules. Early morning duties were rostered immediately after a pilot is on Sick Leave or Casual Leave," he pointed out.

In connection with this, the DGCA has assured a meeting would be organised with the Flight Safety Department and other operators to ensure compliance of the CAR, the release said. The association also said that pilots were receiving show cause notices and penalties under Rule 67A for discrepancies in eGCA records (digital pilot logbook which is linked with DGCA platform). "It is the operator's responsibility to push duty and training data into the system and not the pilot's responsibility," the release pointed out.



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

17 JULY 2025

इंडिगो फ्लाइट का इंजन फेल, मुंबई में कराई इमरजेंसी लैंडिंग

■ NBT रिपोर्ट : इंडिगो की एक फ्लाइट का बुधवार रात इंजन फेल हो गया, जिसके बाद फ्लाइट की मुंबई में इमरजेंसी लैंडिंग करानी पड़ी। यह फ्लाइट दिल्ली से गोवा जा रही थी। बताया जाता है कि अचानक फ्लाइट में तकनीकी खराबी आ गई।

यह फ्लाइट (6E-6271) शाम 8:02 बजे दिल्ली से रवाना हुई थी। रिपोर्ट के अनुसार, उड़ान के दौरान एयरबस A320NEO विमान के एक इंजन ने काम करना बंद कर दिया। इसके बाद फ्लाइट को डायवर्ट करना पड़ा। चूंकि विमान में दो इंजन होते हैं, इसलिए वह एक इंजन के सहारे



FILE

विमान करीब दो घंटे हवा में रहा, दिल्ली से गोवा जा रहा था

सुरक्षित रूप से मुंबई में रात 9:52 बजे लैंड कर गया। मुंबई एयरपोर्ट पर पहले से ही फुल इमरजेंसी घोषित कर दी गई थी। इंडिगो एयरलाइंस ने बताया कि तकनीकी खराबी के कारण विमान को डायवर्ट किया गया। यात्रियों को गोवा पहुंचाने के लिए दूसरा विमान भेजा गया है, जो जल्द ही रवाना होगा। अब खराब विमान की जांच और मरम्मत की जाएगी। सभी यात्री सुरक्षित हैं।



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NAVBHARAT TIMES

DELHI

17 JULY 2025

पटना एयरपोर्ट पर उतरते ही विमान ने फिर भरी उड़ान, यात्री घबराए

■ भाषा, ■ पटना : दिल्ली से 173 यात्रियों को लेकर आ रहे विमान के पटना के जयप्रकाश नारायण अंतरराष्ट्रीय हवाई अड्डे पर उतरने के तुरंत बाद फिर से उड़ान भरने के चलते यात्रियों में घबराहट फैल गई।

रनवे पर पर्याप्त जगह न होने से पायलट ने फिर भरी उड़ान।

अधिकारियों ने बताया कि घटना मंगलवार रात नौ बजे हुई। इंडिगो की उड़ान 6ई 2482 रनवे पर उतरी, लेकिन पायलट को एहसास हुआ कि विमान की गति धीमी करने के लिए रनवे पर पर्याप्त स्थान नहीं है, जिसके बाद फिर उड़ान भर ली।



Corporate Communications Directorate

THE PIONEER

DELHI

17 JULY 2025

Pak Airlines to resume services to UK

PRESS TRUST OF INDIA
■ Islamabad

Pakistan's national carrier on Wednesday inched closer to resuming flights to the UK after London removed the ban imposed on PIA due to air safety concerns. "Following air safety improvements, the UK's Air Safety Committee has lifted UK restrictions on Pakistani carriers.

Individual airline carriers will still need to apply for permits to operate to the UK through the UK Civil Aviation Authority," the British High Commission said here in a statement.

The Pakistan International Airlines (PIA) was banned from operating in EU countries and the UK after the 2020 air crash, followed by a scandal about the licensing of Pakistani pilots. While the EU lifted the ban last year and formal operations began in

January this year, the UK authorities were still not allowing Pakistani airlines to operate due to safety concerns. The latest announcement by the UK authorities means that "all Pakistani airlines can now apply to operate flights to the UK,"

the statement said. British High Commissioner to Pakistan Jane Marriott said that she was grateful to aviation experts in the UK and Pakistan for their collaborative work to meet international safety standards.

According to the British High Commission, decisions on de-listing states and air carriers from the UK Air Safety List are made through an independent aviation safety process overseen by the UK's Air Safety Committee.

"The Committee has judged that necessary safety improvements have been made since its original decision in 2021.



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THE PIONEER

DELHI

17 JULY 2025

Pilots body urges members not to lend credence to premature conclusions

PIONEER NEWS SERVICE

■ Mumbai

The Federation of Indian Pilots (FIP), a professional pilots' body, has expressed concerns over the preliminary investigation report on the Air India Boeing 787 plane crash, saying that assigning blame before a thorough, transparent and data-driven investigation is both "premature and irresponsible."

In a statement on Wedn-

esday, the FIP also urged all stakeholders, including the media, commentators, and authorities, to "refrain from disseminating partial narratives or making unfounded assumptions".

The Aircraft Accident Investigation Bureau (AAIB) in its preliminary probe report on the crash that killed 260 people on June 12 said the fuel switches to the engines were cut off within a gap of 1 second immediately after takeoff and caused confusion in the

cockpit of the Tata Group-run Air India flight AI 171.

Citing cockpit voice recording, the 15-page preliminary report, released on Saturday, said one pilot asked why the switch was cut off and the other pilot responded that he did not do so.

"At the outset, we would like to register our dissatisfaction with the exclusion of pilot representatives from the investigation process. We also firmly object to the way in which the preliminary report has

been interpreted and presented publicly," FIP President C S Randhawa said.

Noting that the report, as released, "lacks comprehensive" data and appears to rely selectively on paraphrased cockpit voice recordings to suggest pilot error and question the professional competence and integrity of the flight crew, the Federation said, "this approach is neither objective nor complete".

The FIP, it said, therefore urges its members and the

general public "not to lend credence to such premature conclusions."

"The FIP expresses serious concern regarding the preliminary findings and public discourse surrounding the tragic crash of Air India flight AI-171 in Ahmedabad," it stated.

"Assigning blame before a thorough, transparent, and data-driven investigation is both premature and irresponsible. Such speculative commentary undermines the

professionalism of highly trained crew members and causes undue distress to their families and colleagues," the Federation said in the statement.

Aviation safety demands a steadfast commitment to facts, integrity, and due process, FIP said, adding, "We stand in solidarity with the crew and their families and reiterate our call for a fair, transparent and evidence-based investigation before any definitive conclusions are drawn."



Corporate Communications Directorate

PUNJAB KESARI

DELHI

17 JULY 2025

एयर इंडिया ने पूरी की बोइंग 787 विमानों की जांच

बोइंग 787 विमानों में फ्यूल कंट्रोल स्विच के लॉकिंग सिस्टम का निरीक्षण पूरा कर लिया और कोई समस्या नहीं पाई। इस बात की जानकारी एक अधिकारी ने दी। एअर इंडिया के एक अधिकारी ने बताया कि सोमवार को विमानन नियामक डीजीसीए ने एअरलाइनों को अपने बोइंग 787 और 737 विमानों में फ्यूल स्विच लॉकिंग सिस्टम का निरीक्षण करने का निर्देश दिया। यह निरीक्षण एएआईबी की प्रारंभिक रिपोर्ट की पृष्ठभूमि में किया गया है, जिसमें कहा गया है कि पिछले महीने एअर इंडिया

● फ्यूल स्विच में नहीं मिली कोई समस्या

विमान दुर्घटना से पहले फ्यूल स्विच बंद कर दिए गए थे। इस दुर्घटना में 260 लोग मारे गए थे। एअर इंडिया के पायलटों को भेजे गए एक आंतरिक संदेश का हवाला देते हुए अधिकारी ने कहा, "वीकेंड में, हमारी इंजीनियरिंग टीम ने हमारे सभी बोइंग 787 विमानों के फ्यूल कंट्रोल स्विच के लॉकिंग सिस्टम का एहतियाती निरीक्षण शुरू किया। निरीक्षण पूरा हो गया है और कोई समस्या नहीं पाई गई।"



Corporate Communications Directorate

THE TIMES OF INDIA

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. TNN

AI grounds 2nd plane in 3 days in Lucknow

Flight To Dubai
Was Cancelled
Minutes Before
Take-Off

TIMES NEWS NETWORK

Lucknow: Another Boeing 737 Max 8 (VT-BXZ) aircraft, operated by Air India Express, was grounded minutes before take-off at Chaudhary Charan Singh International Airport, Lucknow, on Wednesday after pilots declared a 'technical issue' while following the procedure to start the engine.

This was the second Boeing grounded before take-off at Lucknow airport in three days. On Sunday, Lucknow-Hyderabad Boeing 737 Max 8

Wednesday's Lucknow-Dubai Air India Express flight (IX 193) was scheduled to take off at 8.45am and had 166 passengers and crew onboard

(VT-BWP), operated by Air India Express, was grounded following a technical fault.

Wednesday's Lucknow-Dubai Air India Express flight (IX 193) was scheduled to take off at 8.45am and had 166 passengers and crew onboard. The same Boeing aircraft had come from Dubai in the morning.

"Passengers were informed of the cancellation shortly after boarding," said a source at the airport.



On Sunday, Air India Express Lucknow-Hyderabad Boeing 737 Max 8 (VT-BWP) was grounded following a technical fault



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THE TIMES OF INDIA

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17 JULY 2025

Engine failure: Flight makes emergency landing in Mumbai

TIMES NEWS NETWORK

Mumbai/New Delhi: An IndiGo Airbus A320neo aircraft operating a flight from Delhi to Goa suffered an inflight engine shutdown, forcing a diversion to Mumbai on Wednesday night. Twin engine aircraft can land safely with one working engine.

The IndiGo flight, 6E-6271, had taken off from Delhi at 8.02 pm. After one engine of the aircraft failed, a decision was made to divert the flight to Mumbai. Full emergency was declared at Mumbai airport, with fire tenders and ambulance on standby. The flight landed safely at 9.52 pm, said sources. The flight was scheduled to take off at 7.30 pm and land at Manohar International Airport in north Goa at 10 pm, but had a delayed departure.

The aircraft (VT-IZB) is about six years old.

In a statement, IndiGo said a “technical snag” was detected when

After one engine of the aircraft failed, a decision was made to divert the flight to Mumbai. Full emergency was declared at Mumbai airport

the flight was en route to Goa. “Following procedures, the aircraft was diverted and landed in Mumbai. While the aircraft will undergo necessary checks and maintenance before resuming operations, an alternative aircraft has been arranged for completing the journey, which will depart shortly with the passengers,” the airline said.

In June, an Ahmedabad-bound IndiGo A320ceo had rejected take-off at Kolkata following a single engine shutdown.

Indian carriers have reported 65 in-flight engine failures since 2020, while pilots made 11 “may-day” distress calls, according to data obtained through RTI.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

17 JULY 2025

India hikes flying rights for Kuwait

New Delhi: India has enhanced the flying rights of Kuwait when it raised weekly seats to 18,000 per week between India and the Gulf nation from earlier 12,000 — a raise of 50%. Now airlines of both sides can deploy 18,000 seats per week. The agreement was signed by India's aviation secretary Samir Kumar Sinha and Kuwait DGCA president Sheikh Hamoud Al-Mubarak. Kuwait gets more bilaterals after 18 years, when its capacity was raised from 8,320 to 12,000.

With an increase in demand for travel, Kuwait—like several other regions especially in West Asia including Dubai — had been seeking a hike in bilaterals. In the last one year, India has signed new air service agreements with Thailand, Vietnam, Indonesia and Uzbekistan. TNN

AI plane crash report raises more questions, says global pilots' body

NEW DELHI, July 15

The International Federation of Air Line Pilots' Associations (IFALPA) has said AAIB's preliminary report into the Air India plane crash, by its very nature, raises many questions and does not provide answers and urged all parties to refrain from speculations.

In its preliminary report on the Air India's Boeing 787-8 accident on June 12 that killed 260 people, the Aircraft Accident Investigation Bureau (AAIB) on Saturday said the fuel switches to the engines were cut off within a gap of 1 second immediately after takeoff, caused confusion in the cockpit of the plane before crashing into a building. The AI 171 was en route from Ahmedabad to London Gatwick.

Citing cockpit voice recording, the 15-page preliminary report, released on Saturday, said one pilot asked why the switch was cut off and the other pilot responded that he did not do so. While the initial report does not provide any conclusions, there are speculations in certain quarters that a possible pilot error could be a reason for the crash.

While this preliminary

Urges all parties to refrain from speculations



The wreckage of the crashed Air India plane in Ahmedabad. FILE

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," IFALPA said in a statement on July 14.

According to IFALPA, the report clearly states that no safety recommendations are being provided at this stage and stresses that the federation remains committed to supporting the efforts of the AAIB of India as they work to determine the contributing factors of the accident. IFALPA claims to have 1 lakh pilots as its members from across 100 countries.

On Saturday, Airline Pilots'

Association of India (ALPA), an IFALPA member - said the tone and direction of the investigation suggest a bias towards pilot error and rejected this presumption as it insisted on a fair, fact-based inquiry.

On July 14, IFALPA also highlighted that a preliminary report is merely the means of communication used for the prompt dissemination of data obtained during the early stages of the investigation and only indicated the progress of the investigation. Urging all parties to refrain from speculation, allow the investigation to run its full and proper course, IFALPA said everyone should avoid drawing conclusions from preliminary information. — PTI