



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

18 JULY 2025

Kolkata airport gets new DigiYatra facility

OUR CORRESPONDENT

KOLKATA: A new DigiYatra facility aimed at improving the travel experience for domestic transfer passengers was inaugurated on Thursday at Netaji Subhas Chandra Bose International (NSCBI) Airport, Kolkata.

The inauguration was conducted by passengers in the presence of PR Beuria, Airport Director, Airports Authority of India (AAI), along with senior AAI officials and key stakeholders. The newly-operational facility is located near Arrival Baggage Belt No. 1 and is designed specifically for domestic-to-domestic transfer passengers. It seeks to reduce processing time and enhance the efficiency of passenger movement within the terminal.

The initiative aligns with the Government of India's broader push toward digital transformation in the aviation sector. An issued statement read that with the introduction of this facility, NSCBI Airport has added another layer of automation to its passenger handling process, targeting a smoother and more efficient transfer experience. The project is part of a phased implementation of DigiYatra services across Indian airports.

The event drew participation from both airport officials and travellers, marking the operational launch. According to officials, the platform is expected to significantly reduce queuing and manual checks for domestic transfer passengers.



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STATESMAN

DELHI

19 JULY 2025

Dehradun to get direct flights to Jewar & Navi Mumbai airports

STATESMAN NEWS SERVICE
DEHRADUN, 18 JULY

Dehradun Airport is set to take a major step forward in enhancing its air connectivity, with direct flights planned to the upcoming Noida International Airport (Jewar) — touted as Asia's largest — and the Navi Mumbai International Airport.

The winter season will also mark the commencement of Air India Express operations from Dehradun, adding a fifth airline to the currently operational four. Jolly Grant Airport in Dehradun is preparing for a significant expansion of its service network, pending approval from the Directorate General of Civil Aviation (DGCA).

Once approved, airlines

will begin operations to the two newly constructed airports: Jewar in Noida and Navi Mumbai in Mumbai. Jewar Airport, in terms of size, is projected to be Asia's largest.

In addition to the existing four airlines — IndiGo, Air India, SpiceJet, and Alliance Air — Jolly Grant Airport will see its first Air India Express flight to Jewar this winter. Currently, these four airlines collectively operate over 12 daily flights from Dehradun.

Air India Express will become the fifth airline to operate from Dehradun, further increasing air traffic at the airport.

It will launch inaugural flights to Bengaluru, Ahmedabad, and Navi Mumbai alongside Jewar, significantly boosting domestic connec-

tivity.

According to Prabhakar Mishra, Director of Jolly Grant Airport, the airlines have submitted applications to the Airports Authority of India (AAI) seeking approval to commence operations to the new airports from the upcoming winter season. While official approval from the AAI is still pending, service providers have already begun preliminary preparations.

It is understood that both Jewar and Navi Mumbai airports are expected to commence operations soon. Jewar Airport is likely to begin flights from September 29, followed by Navi Mumbai on September 30.

Initially, both airports will handle domestic flights, with international operations expected to follow later.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

18 JULY 2025

City airport launches new DigiYatra for domestic transfer passengers

STATESMAN NEWS SERVICE

KOLKATA, 17 JULY

A dedicated New DigiYatra facility for domestic transfer passengers—those arriving at Kolkata and taking another domestic flight has been launched today.

The facial recognition-based system for domestic flight passengers was inaugurated by passengers themselves, in the presence of Dr P R Beuria, airport director, Airports Authority of India (AAI), alongside senior AAI officials and key aviation stakeholders. Located adjacent to arrival baggage belt no. 1, the facility is designed specifically for domestic transfer passengers. It enables quicker movement through terminal checkpoints by eliminating the need for physical boarding passes and ID verifications, reducing overall processing time and enhancing security protocols. "DigiYatra is a pivotal initiative aligned with the Government of India's vision of a digitally empowered transportation ecosystem," Dr Beuria said. "Its integration at Kolkata



Airport reinforces our commitment to technology-enabled efficiency and a seamless passenger experience."

The DigiYatra system uses facial recognition technology to authenticate a passenger's identity and travel credentials. Once registered on the DigiYatra app, passengers can pass through designated gates using biometric verification alone. Kolkata becomes one of several Indian airports rolling out DigiYatra services, as the civil aviation sector accelerates efforts to adopt smart technology and improve operational efficiency amid rising passenger volumes. With this addition, NSCBI Airport continues to upgrade its infrastructure and digital capabilities, aiming to establish itself as a modern, passenger-friendly hub in eastern India.



Corporate Communications Directorate

DESHBANDHU

DELHI

19 JULY 2025

दिल्ली हवाई अड्डे को मिला आईजीबीसी का नेट जीरो वेस्ट प्रमाणन

नई दिल्ली, 18 जुलाई (एजेंसियां)। दिल्ली के इंदिरा गांधी अंतर्राष्ट्रीय हवाई अड्डे को भारतीय हरित भवन परिषद (आईजीबीसी) ने नेट जीरो वेस्ट टू लैंडफिल प्लैटिनम प्रमाणन दिया है।

हवाई अड्डे का प्रबंधन करने वाली

कंपनी दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डायल) ने शुक्रवार को बताया कि दिल्ली एयरपोर्ट परिचालन चरण के लिए यह उपलब्धि हासिल करने वाला देश का पहला हवाई अड्डा बन गया है। उसके तीनों टर्मिनलों को यह प्रमाणन

मिला है। कंपनी की प्रेस विज्ञप्ति में कहा गया है कि आईजीबीसी द्वारा दिया गया यह प्रमाणन स्थायी अपशिष्ट प्रबंधन में दिल्ली हवाई अड्डे के नेतृत्व का प्रमाण है और पर्यावरण संरक्षण और परिचालन उत्कृष्टता के प्रति इसकी गहरी प्रतिबद्धता

को दर्शाता है। कंपनी ने बताया कि वेस्ट की मात्रा को कम करके, यथा संभव पुनर्चक्रण और खाद निर्माण करके उसने 95 प्रतिशत म्युनिसिपल वेस्ट को लैंडफिल डंपिंग से अलग करने में सफलता प्राप्त की है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

19 JULY 2025

आइजीआई एयरपोर्ट को नेट जीरो वेस्ट टू लैंडफिल प्लेटिनम सर्टिफिकेट मिला

जासं, नई दिल्ली : आइजीआई एयरपोर्ट को इंडियन ग्रीन बिल्डिंग काउंसिल (आइजीबीसी) ने नेट जीरो वेस्ट टू लैंडफिल प्लेटिनम सर्टिफिकेट प्राप्त हुआ है। आइजीबीसी द्वारा प्रदान किया गया यह प्रमाण पत्र एयरपोर्ट की टिकाऊ अपशिष्ट प्रबंधन में नेतृत्व और पर्यावरणीय संरक्षण व परिचालन उत्कृष्टता को लेकर दिया गया है।

एयरपोर्ट करीब 95 प्रतिशत नगरपालिका ठोस अपशिष्ट जिसमें खाद्य और पुनर्चक्रण योग्य सामग्री शामिल है, को स्रोत पृथक्करण, पुनर्चक्रण और इन-हाउस खाद बनाने के व्यापक प्रयासों के माध्यम से लैंडफिल में जाने से रोकता है। आइजीआई एयरपोर्ट संचालन एजेंसी डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार ने कहा कि यह मान्यता केवल एक प्रमाणन नहीं है, बल्कि डायल की भविष्य के लिए तैयार और जलवायु-अनुकूल एयरपोर्ट पारिस्थितिकी तंत्र बनाने की अद्वैत प्रतिबद्धता का प्रमाण है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

19 JULY 2025

टाटा समूह ने विमान दुर्घटना पीड़ितों के लिए 500 करोड़ का ट्रस्ट बनाया

नई दिल्ली, प्रेटर: टाटा संस और टाटा ट्रस्ट ने शुक्रवार को कहा कि उन्होंने एअर इंडिया विमान दुर्घटना के पीड़ितों के लिए 500 करोड़ रुपये का ट्रस्ट स्थापित किया है। 'एआइ-171 मेमोरियल एंड वेलफेयर ट्रस्ट' का मुंबई में रजिस्ट्रेशन कराया गया है। 12 जून को अहमदाबाद से लंदन जा रहा एअर इंडिया का एक विमान उड़ान भरने के तुरंत बाद दुर्घटनाग्रस्त हो गया था। इसमें 260 लोग मारे गए और 50 से अधिक घायल हो गए थे।

टाटा संस और टाटा ट्रस्ट ने परोपकारी कार्यों के लिए ट्रस्ट को 250-250 करोड़ रुपये का योगदान देने की प्रतिबद्धता जताई है। इसमें दुर्घटना में मारे गए लोगों के परिवारों को एक-एक करोड़ रुपये की अनुग्रह राशि भी शामिल है। ट्रस्ट गंभीर रूप से घायल हुए लोगों का उपचार कराएगा और दुर्घटना में क्षतिग्रस्त

दुर्घटना में मारे गए लोगों के परिवार को दिए जाएंगे एक-एक करोड़ रुपये

घायलों के उपचार और छात्रावास के पुनर्निर्माण में भी मदद करेगा ट्रस्ट

हुए बीजे मेडिकल कालेज छात्रावास के पुनर्निर्माण में सहायता देगा।

आइएनएस के अनुसार, कंपनी ने कहा, ट्रस्ट मृतकों के आश्रितों/निकटतम रिश्तेदारों, घायलों व दुर्घटना से प्रत्यक्ष या परोक्ष रूप से प्रभावित लोगों की तत्काल और निरंतर मदद करेगा। सहायता प्रदान करने वालों, चिकित्सा व आपदा राहत कर्मियों, सामाजिक कार्यकर्ताओं को भी सहायता देगा। ट्रस्ट का प्रबंधन पांच सदस्यीय न्यासी बोर्ड द्वारा किया जाएगा। बोर्ड में नियुक्त शुरुआती दो ट्रस्टी टाटा समूह में शीर्ष पदों पर सेवाएं दे चुके एस. पद्मनाभन और सिद्धार्थ शर्मा हैं।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

18 JULY 2025

जयपुर हवाई अड्डे पर विमानों का संचालन गड़बड़ाया

जासं, जयपुर : जयपुर अंतरराष्ट्रीय हवाई अड्डे पर विमानों का संचालन समय पर नहीं हो पा रहा है। गुरुवार को जयपुर से उड़ान भरने वाले दो अंतरराष्ट्रीय विमान समय पर उड़ान नहीं भर सके। एयर इंडिया एक्सप्रेस के विमान आइएक्स-195 को दुबई के लिए 5:55 बजे उड़ान भरनी थी, लेकिन एयरलाइंस ने अंतिम समय में संचालन कारणों का हवाला देते हुए फ्लाइट को रद्द कर दिया। इसी तरह स्पाइसजेट का विमान एसजी-57 को सुबह साढ़े नौ बजे दुबई के लिए उड़ान भरनी थी, लेकिन चार घंटे देरी से दोपहर 1:30 बजे विमान ने दुबई के लिए उड़ान भरी। जयपुर हवाई अड्डे से विमानों का संचालन लगातार गड़बड़ा रहा है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JULY 2025

Jewellery Hand Carriage Facilitation Centre opened on Wednesday; city's share 70% in pan-India exports

New airport facility to boost jewellery export

Dhairya Gajara

MUMBAI

In a significant boost to gem and jewellery export, the Gem and Jewellery Export Promotion Council (GJEPC) in collaboration with Mumbai Customs on Wednesday inaugurated the Jewellery Hand Carriage Facilitation Centre at the airport. The move will allow exporters to hand-carry high-value jewellery shipments and also immensely benefit Mumbai, which accounts for India's 70% gems and jewellery export. Kolkata, Jaipur and Delhi are other cities where such a facility exists.

On April 24, The FPJ was the first to report that the Mumbai international airport is set to roll out hand-carriage jewellery export operations. This was announced after the Central Board Of Indirect Taxes And Customs (CBIC) formalised the procedure, enabling import and export via personal carriage. The centre, taken on rental basis, has been notified as a Customs area with Bharat Diamond Bourse appointed as a custodian. It will serve as a single-window facility supported by the Customs and law agencies. The facility will allow all types of exports and imports of jewellery through hand-carriage mode, leading to greater



transparency, faster clearance and enhanced ease of doing business for exporters.

Mumbai typically accounts for nearly 65% to 70% of India's 'precious' exports. In the 2024-25 fiscal, gem and jewellery exports from Mumbai Port totalled USD 19,653.24 million; which was 68% of India's total gross gem and jewellery exports during the year. Personal carriage of gem and jewellery is permitted through select airports as specified in the foreign trade policy. For exports, the facility is allowed at Delhi, Mumbai, Kolkata, Chennai, Kochi, Coimbatore, Bengaluru, Hyderabad and Jaipur. For imports, personal carriage is permitted at Delhi, Mumbai, Kolkata, Chennai, Bengaluru, Hyderabad and Jaipur.

Kirit Bhansali, GJEPC chairman, said, "Alongside the e-commerce export channel, hand carriage will prove especially beneficial for MSMEs and high-value ship-

ments, especially to FTA partner nations such as the UAE, Australia and UK FTA. It offers a faster, cost-effective, and more agile way to service international orders."

The facilitation centre was inaugurated by member customs of CBIC Surjit Bhujbal in the presence of principal chief commissioner Prachi Saroop, principal commissioner Alok Jha, Santa Cruz Special Economic Zone (SEEPZ) development officer Dnyaneshwar Patil and the leadership team of GJEPC were present too.

"The centre will greatly benefit SEEPZ-based exporters. With SEEPZ contributing around 13% to India's gem and jewellery exports, the availability of a dedicated hand carriage facility just minutes away will enable faster clearances, reduce logistical hurdles and provide greater flexibility for companies handling high-value, urgent shipments."



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JULY 2025

Complete all Shirdi airport works before Kumbh: CM

PTI
MUMBAI

Maharashtra Chief Minister Devendra Fadnavis on Thursday directed officials to expedite the renovation and expansion works at Shirdi airport and ensure all proposed facilities are completed ahead of the upcoming Nashik-

Trimbakeshwar Kumbh Mela.

Chairing a high-level review meeting, the CM emphasised the strategic importance of Shirdi airport in handling the expected pilgrimage traffic and said the project must be completed with priority. Proposed facilities such as a new Air Traffic Control (ATC) building, an integrated cargo terminal,

and a passenger terminal must be completed before the Kumbh Mela begins, he said.

"Work is currently progressing slowly. Additional manpower should be deployed if needed, and structural design approvals and procurement processes must be finalised within a week," he said.

Highlighting the proximity

of Shirdi to Mumbai and Navi Mumbai airports, Fadnavis suggested the airport could also serve as an auxiliary parking location for smaller aircraft.

Land acquisition should be initiated, if required, to support the expansion of facilities, he added.

Discussing the Purandar airport project, Fadnavis stated

surveys have already been conducted, and land acquisition must now be initiated by the Pune district administration without delay to ensure the swift commencement of construction.

Once operational, the Purandar airport will significantly enhance air connectivity in Maharashtra, Fadnavis said.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JULY 2025

Pilot aborts takeoff at airport over engine fault

UP State Bureau

LUCKNOW

Dubai bound Air India Express flight (IX-493) was cancelled at the last moment on Wednesday after the pilot detected a technical fault just before takeoff from Lucknow's Chaudhary Charan Singh International Airport. The flight, scheduled to depart at 8:45 AM, had 160 passengers and eight crew members onboard.

All passengers had boarded, and the aircraft's engine had just started when the pilot sensed a malfunction. He



immediately informed the airline and air traffic control, declaring the aircraft unfit for flight, leading to cancellation. Passengers, many of whom were international travelers, expressed anger over the last minute disruption. Airline staff pacified them and arranged alternative accommodations and rebooking options.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

HINDUSTAN

DELHI

19 JULY 2025

एयरपोर्ट को प्लैटिनम प्रमाणपत्र मिला

नई दिल्ली। दिल्ली अंतरराष्ट्रीय हवाई अड्डा को इंडियन ग्रीन बिल्डिंग काउंसिल (आईजीबीसी) की ओर से 'नेट जीरो वेस्ट टू लैंडफिल प्लैटिनम' प्रमाणपत्र दिया गया है। यह प्रमाण पत्र एयरपोर्ट के टर्मिनल एक, दो और तीन के परिचालन वाले हिस्से को दिया गया है। इयाल का दावा है कि दिल्ली एयरपोर्ट देश का ऐसा पहला हवाई अड्डा बन गया है, जिसे यह सम्मान प्राप्त हुआ है।



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

19 JULY 2025

In a first, Delhi's IGI Airport gets 'Net Zero Waste to Landfill' Platinum certification

EXPRESS NEWS SERVICE
NEW DELHI, JULY 18

DELHI'S INDIRA Gandhi International (IGI) Airport has received the 'Net Zero Waste to Landfill' Platinum certification from the Indian Green Building Council (IGBC) for all its terminals. The certification was awarded for the operations phase, making it the first airport in the country to receive this recognition.

The airport, operated by the Delhi International Airport Limited (DIAL), said that around 95% of its solid waste, including food and recyclables, is diverted away from landfills. This is achieved through source segregation, recycling, and in-house composting.

"Delhi Airport embeds Environmental, Social and Governance principles holistically across its operations, from green energy and emission reduction to inclusive community development. This recognition is not just a certification; it is validation of DIAL's unwavering commitment to building a future-ready, climate-resilient airport ecosystem. We are proud to set the benchmark for Indian aviation in responsible waste management and environmental governance. Our adaptability and proactive approach ensure that we remain at the forefront of responsible and sustainable aviation," said Vireh Kumar Jaipuria, DIAL CEO.

According to the operator, the waste management system at the airport includes real-time waste

tracking mechanisms, two-bin and four-bin segregation models, material recovery facilities, and organic waste composters. These measures are aimed at minimising landfill use and maximising resource recovery. The airport also treats and reuses 100 per cent of its wastewater on site.



Corporate Communications Directorate

LOKSATYA

DELHI

19 JULY 2025

दिल्ली हवाई अड्डे को मिला आईजीबीसी का नेट जीरो वेस्ट प्रमाणन

नई दिल्ली, लोकसत्या। दिल्ली के इंदिरा गांधी अंतर्राष्ट्रीय हवाई अड्डे को भारतीय हरित भवन परिषद (आईजीबीसी) ने नेट जीरो वेस्ट टू लैंडफिल प्लैंटिनम प्रमाणन दिया है। हवाई अड्डे का प्रबंधन करने वाली कंपनी दिल्ली अंतर्राष्ट्रीय हवाई अड्डा लिमिटेड (डायल) ने शुक्रवार को बताया कि दिल्ली एयरपोर्ट परिचालन चरण के लिए यह उपलब्धि हासिल करने वाला देश का पहला हवाई अड्डा बन गया है। उसके तीनों टर्मिनलों को यह प्रमाणन मिला है। कंपनी की प्रेस विज्ञप्ति में कहा गया है कि आईजीबीसी द्वारा दिया गया यह प्रमाणन स्थायी अपशिष्ट प्रबंधन में दिल्ली हवाई अड्डे के नेतृत्व का प्रमाण है और पर्यावरण संरक्षण और परिचालन उत्कृष्टता के प्रति इसकी गहरी प्रतिबद्धता को दर्शाता है। कंपनी ने बताया कि वेस्ट की मात्रा को कम करके, यथा संभव पुनर्चक्रण और खाद निर्माण करके उसने 95 प्रतिशत म्युनिसिपल वेस्ट को लैंडफिल डंपिंग से अलग करने में सफलता प्राप्त की है।

Corporate Communications Directorate

STATESMAN

DELHI

19 JULY 2025

Punjab Governor Kataria urges enhanced air connectivity at Chandigarh Airport in meeting with Civil Aviation Minister

STATESMAN NEWS SERVICE
CHANDIGARH, 18 JULY

Punjab Governor and Administrator of the Union Territory of Chandigarh, Shri Gulab Chand Kataria, met with Union Minister of Civil Aviation, Kinjarapu Rammohan Naidu, in New Delhi.

During the meeting, the Governor emphasized the urgent need to strengthen both domestic and international air connectivity from Shaheed Bhagat Singh International Airport, Chandigarh, in response to increasing demand from the residents of Punjab, Haryana, Himachal Pradesh, and the Union Territory of Chandigarh.

He highlighted that Chandigarh Airport serves as a vital gateway for the



entire northern region, especially for the people of Punjab and neighboring areas.

Kataria underscored that enhanced connectivity, particularly through direct international flights, would significantly boost tourism, facilitate business travel, and support the economic aspirations of the region.

The Union Minister assured the Governor that the Ministry

would actively explore opportunities and collaborate with all stakeholders, including airlines and airport operators, to improve connectivity and upgrade passenger amenities at the airport. The meeting marked a constructive step toward strengthening aviation infrastructure and expanding Chandigarh's reach on both domestic and international fronts.





Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

19 JULY 2025

Sustainable aviation: IGI gets award

New Delhi: Delhi Airport has been awarded the IGBC Net Zero Waste to Landfill Platinum certification for its terminals 1, 2, and 3. Delhi International Airport Limited (DIAL), the airport operator, on Friday claimed that IGI Airport is the first airport in India to receive this recognition for its operational phase.

This certification was conferred by the Indian green building council. Delhi Airport's waste management infrastructure includes two-bin and four-bin segregation systems, material recovery facilities, organic waste composters, and real-time waste tracking mechanisms, which collectively enable maximum resource recovery and minimal dependence on landfills.

CEO-DIAL, Videh Kumar Jaipuria, said, "This recognition is not just a certification—it is validation of DIAL's unwavering commitment to building a future-ready, climate-resilient airport ecosystem. We are proud to set the benchmark for Indian aviation in responsible waste management and environmental governance. Our adaptability and proactive approach ensure that we remain at the forefront of responsible and sustainable aviation." 7/19



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 JULY 2025

Lufthansa plans 11% capacity surge in India

Rohit Vaid
New Delhi

The Lufthansa Group anticipates surpassing the previous fiscal year's targets in India during FY26 on the back of continued growth and capacity addition.

The continued strong growth momentum has led the group to go in for a 11 per cent capacity increase, which is planned for winter 2025. Currently, the [airline](#) offers over 2.3 million seats in the Indian market annually.

The projection, said Felipe Bonifatti, Lufthansa Group Vice-President, Asia-Pacific & Joint Ventures East, reflects India's emergence as one of the group's fastest-growing major markets post-



Covid. He told *businessline* that the upcoming winter schedule features 71 weekly flights to India, representing a 11 per cent increase compared to the current frequencies.

Besides, the airline's executives highlighted that a majority of passengers on Lufthansa Group flights to and from India are connecting between third countries and India via central

European hubs in Frankfurt, Munich and Zurich.

'A KEY MARKET'

"India has emerged as one of the Lufthansa Group's fastest-growing major markets in the post-Covid era, and remains a strategically important part of our global network," said Bonifatti.

As of now the comprehensive expansion strategy, Bonifatti said, is being driven by strong demand not only within India but also from the substantial Indian diaspora worldwide.

Further, he cited that the strength and strategic importance of the Indian market were evident in the premium aircraft deployed on these routes. To maintain its premium product line-up,

the group has deployed state-of-the-art aircraft, including Airbus A350s from Munich and Boeing 787 Dreamliner, on the newly launched Frankfurt-Hyderabad route.

The airline launched two new routes in late 2023 and early 2024, including the Munich-Bengaluru service as the first new route post-Covid, followed by the inaugural Frankfurt-Hyderabad service connecting the technology hub with Europe.

In addition, the group operates more weekly flights to India than to any other country in the Asia-Pacific region. Additionally, Bonifatti said the group seeks opportunities to further develop the network in India and the wider subcontinent.

विमान हादसे पर अटकलों से डगमगाया पायलटों का मनोबल

अजिंक्य कावले और आशिष आर्यन
मुंबई/नई दिल्ली, 18 जुलाई

एयर इंडिया की उड़ान 171 के दुर्घटनाग्रस्त होने के बाद उसके कारणों के बारे में लगाई जा रही अटकलें अब अन्य पायलटों के हौसले को भी प्रभावित करने लगी हैं। भारत की वाणिज्यिक विमानन कंपनियों के पायलट और चालक दल के सदस्यों के मन में कई बातें चल रही हैं जिनमें 12 जून को विमान के दुर्घटनाग्रस्त होने से कुछ सेकंड पहले कॉकपिट में कैप्टन और फर्स्ट ऑफिसर के बीच हुई बातचीत, वॉल स्ट्रीट जर्नल की खबर जिसमें बताया गया है कि किसने क्या कहा था और दोनों फ्यूल स्विच के बंद होने के कारणों के बारे में अटकलें शामिल हैं।

विमान दुर्घटना जांच ब्यूरो (एएआईबी) के महानिदेशक ने जोर देकर कहा है कि दुर्घटना के कारणों के बारे में विदेशी मीडिया में चल रही अटकलें 'निराधार' और 'समयपूर्व' हैं। बिजनेस स्टैंडर्ड से बात करने वाले

विमानन कंपनियों के कई अधिकारियों ने बताया कि मीडिया में चल रही इस तरह की खबरों ने उनके बीच उलझन बढ़ा दी है। उन्होंने कहा कि ऐसी खबरें जारी किए जाने के बाद दिए गए स्पष्टीकरण से भी उन्हें राहत नहीं मिल पा रही है।

एयर इंडिया विमान को उड़ाने वाले एक फर्स्ट ऑफिसर ने कहा कि प्रारंभिक जांच रिपोर्ट जारी होने के बाद विमानन कंपनी की ओर से इस घटनाक्रम पर कोई संवाद नहीं किया गया।

एक पायलट ने नाम जाहिर न करने की शर्त पर कहा, 'हम भी (जांच के बारे में) ताजा जानकारी हासिल करने के लिए मीडिया खबरों पर नजर रख रहे हैं। जहां तक काम का सवाल है तो चीजें धीरे-धीरे सामान्य होने लगी हैं, लेकिन यहां हर कोई यह जानना चाहता है कि वास्तव में हुआ क्या था।'

विभिन्न विमानन कंपनियों के पायलटों और चालक दल के सदस्यों ने बताया कि उन्हें एएआईबी में अधिक पारदर्शिता और प्रतिनिधित्व मिलने की



उम्मीद है। उन्हें लगता है कि इससे उन्हें मीडिया में जारी अटकलों के कारण होने वाले तनाव को कम करने और मनोबल को प्रभावित होने से बचाने में मदद मिलेगी।

एक पायलट ने अपनी पहचान जाहिर न करने की शर्त पर बिजनेस स्टैंडर्ड से कहा, 'कुछ अनुभवी पायलटों को भी एएआईबी में शामिल होना चाहिए।' उन्होंने कहा, 'इसके बिना हमें उन परिस्थितियों का अंदाजा नहीं हो पाएगा

जिनके कारण यह हादसा हुआ। हमें पता नहीं चल पाएगा कि दुर्घटना से पहले खराब कार्रवाई क्यों की गई या घटना की जांच के दौरान तकनीकी विवरण क्या थे। पायलट केवल यही मांग कर सकते हैं कि जांच एजेंसी में उनका भी प्रतिनिधित्व हो।'

पायलट ने कहा कि प्रारंभिक रिपोर्ट में दुर्घटना के कारणों का विवरण नहीं है। उन्होंने यह भी कहा कि विमानन कंपनियों, मीडिया और जांच एजेंसियों

एआई 171 दुर्घटना

- विमान हादसे की जांच पर स्पष्टता की मांग कर रहे पायलट
- जांच एजेंसी में प्रतिनिधित्व चाहते हैं पायलट और चालक दल के सदस्य
- इससे मीडिया में जारी अटकलों के कारण होने वाले तनाव को कम करने में मदद मिलेगी

सहित तमाम हितधारकों को पायलट समुदाय के साथ समय पर संवाद सुनिश्चित करना चाहिए ताकि उन्हें बेहतर जानकारी मिल सके। उन्होंने कहा, 'सभी हितधारकों को अंतिम रिपोर्ट आने का इंतजार करना चाहिए ताकि पायलट होने के नाते हम इसके विस्तृत विवरण देख सकें।' उन्होंने कहा, 'प्रारंभिक रिपोर्ट से हमें इस बात की पर्याप्त जानकारी नहीं मिलती है कि वास्तव में दुर्घटना के क्या कारण हो

सकते हैं। ऐसे में तमाम तरह की अटकलें और अफवाहें फैल रही हैं।'

कई पायलटों ने कहा कि ऐसी असाधारण परिस्थितियों में विमानन कंपनियों को पायलटों की सेहत बरकरार रखने और अटकलों से पैदा हुए तनाव के कारण दैनिक कामकाज में किसी भी तरह के व्यवधान को रोकने के लिए गंभीरतापूर्वक उपाय करने चाहिए।

एक अन्य पायलट ने कहा, 'पायलट के काम के लिए जबरदस्त शारीरिक एवं मानसिक क्षमताओं की आवश्यकता होती है। ऐसी परिस्थितियों में पायलटों का समग्र स्वास्थ्य किसी भी विमानन कंपनी के एजेंडे में सबसे ऊपर होना चाहिए।'

पायलटों और चालक दल के सदस्यों के भावनात्मक स्वास्थ्य को बेहतर बनाने के उपायों के बारे में जानकारी के लिए एयर इंडिया समूह, इंडिगो, स्पाइसजेट और अकासा एयर सहित सभी प्रमुख भारतीय विमानन कंपनियों को भेजे गए ईमेल का खबर लिखे जाने तक कोई जवाब नहीं आया।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 JULY 2025

Pilots seek clarity over crash probe, say speculation impacting morale

AJINKYA KAWALE & AASHISH ARYAN
New Delhi, 18 July

The cockpit exchange between the captain and first officer of Air India Flight 171 seconds before it crashed on June 12, a *Wall Street Journal* report on who said what during that exchange, and speculation over the reason the two fuel switches were at the cut-off position are playing on the minds of pilots and cabin crew of commercial airlines in India.

While the director-general of the Aircraft Accident Investigation Bureau (AAIB) has emphasised that the speculation

in foreign media over the cause of the crash was "unfounded" and "premature", several airline executives Business Standard spoke to said such media reports had added to the confusion in their ranks. Subsequent clarifications following such reports had done little to put them at ease, they said.

A first officer who flies with Air India said there was lack of communication from the airline on the development following the release of the preliminary investigation report.

"We, too, have been following media reports to know the latest



(on the investigation). Though things have slowly started to return to normal as far as work is concerned, everyone here is

PILOTS AND CABIN CREW MEMBERS FROM ACROSS AIRLINES SAID THEY HOPED FOR MORE TRANSPARENCY AND REPRESENTATION IN THE AAIB, WHICH THEY BELIEVED WOULD HELP PREVENT THE STRESS CAUSED BY WIDESPREAD SPECULATION

waiting to get some clarity on what exactly happened," the pilot said, asking not to be named.

Pilots and cabin crew

members spoken to across airlines said they hoped for more transparency and representation in the AAIB, which they believed would help prevent the stress caused by widespread speculation.

"Some experienced pilots should be part of the AAIB," a pilot told Business Standard, requesting anonymity. "Without this, we would not be able to get a sense of the circumstances that led to the incident, why specific actions were taken before the crash, or the technical details during the investigation of the incident. All that the pilots can

ask for is for some representation in the agency," he said.

The preliminary report lacks details on the cause of the crash, the pilot said, adding that stakeholders, including airlines, media, and investigation agencies, should ensure timely communication with the pilot community to keep them better informed.

This pilot was also of the view that "all stakeholders should wait for the final report to come out so that, as pilots, we can go through its granular details." The preliminary report, he added, "has not given us the full picture

as to what may have caused the incident, leading to speculations and rumours."

In extraordinary situations such as this one, airlines should have active procedures in place to safeguard pilots' well-being and prevent disruptions to daily operations caused by stress from speculation, several pilots said.

"A pilot's job requires tremendous physical and mental capabilities. The overall well-being of the pilots should be at the top of any airline's agenda in such situations," another pilot said.

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Pilots seek clarity over crash probe, say speculation impacting morale

Emails sent to all major Indian airlines, including the Air India Group, IndiGo, SpiceJet, and Akasa Air, regarding plans to support the emotional health of flight crews did not elicit a response till the time of going to press.

Sources in the know, meanwhile, said all pilot inductions at Air India begin with a psychometric assessment, which is conducted in the presence of psychologists trained in handling aviation professionals. Air India also has a peer support programme to support pilots' mental health; it was introduced in November 2023 and rolled out in March 2024.

₹500 cr welfare trust for A-1 crash victims: Tata group

The Tata group on Friday said it will set up a ₹500-crore welfare trust for the victims of the Air India (A-1) plane that crashed in Ahmedabad on June 12, which claimed the lives of all passengers on board except one. "The A-171 Memorial and Welfare Trust" has been registered in Mumbai. Air India had announced that it will provide an interim compensation of ₹25 lakh, in addition to the compensation of ₹1 crore announced by the parent company, Tata Sons.

AMAN SAHU

दुबई फ्लाइटों का शेड्यूल तीसरे दिन भी गड़बड़ाया एयर इंडिया एक्स. की फ्लाइट रद्द, स्पाइसजेट की चार घंटे लेट

जयपुर। एयरपोर्ट पर गुरुवार को भी दुबई की इंटरनेशनल फ्लाइट्स का शेड्यूल गड़बड़ा गया। एयर इंडिया एक्सप्रेस की फ्लाइट को जहां ऐनवक्त पर रद्द कर दिया गया। वहीं, स्पाइसजेट की फ्लाइट लगातार तीसरे दिन 4 घंटे लेट रवाना हुई। एयर इंडिया एक्सप्रेस की फ्लाइट आईएक्स-195 सुबह 5:55 बजे जयपुर से दुबई रवाना होना थी। सुबह 4 बजे 180 यात्री पहुंच गए थे, लेकिन एयरलाइंस ने ऐनवक्त पर संचालन कारणों का हवाला देकर फ्लाइट रद्द कर दी। उधर, फ्लाइट बुधवार रात 12:45 बजे फ्लाइट आईएक्स-196 को



दुबई से जयपुर आना था, लेकिन तकनीकी कारणों से रद्द कर दी गई। स्पाइसजेट एयरलाइंस की फ्लाइट एसजी-57 सुबह 9:30 बजे जयपुर से दुबई जानी थी। इसके बाद दोपहर 12:55 बजे दुबई पहुंचना थी, लेकिन इनकमिंग फ्लाइट की देरी से री-शेड्यूल किया गया। बाद में 4 घंटे लेट दोपहर डेढ़ बजे दुबई के लिए रवाना हुई।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

18 JULY 2025

उपभोक्ता आयोग का फैसला; चेक इन के बाद बोर्डिंग के समय लगेज का वजन बढ़ाना व शुल्क वसूलना छलपूर्ण माना एयरलाइंस पर ₹35 हजार जुर्माना, अतिरिक्त शुल्क वसूलना गलत माना

भास्कर न्यूज़ | अजमेर

एयरपोर्ट पर बने आउटलेट से खरीदे गए खाद्य पदार्थ पर अवैध रूप से अतिरिक्त लगेज शुल्क वसूलने के मामले में जिला उपभोक्ता आयोग ने "विप्ल एयर जेट" विमान सेवा का संचालन करने वाली कंपनी बर्ड ट्रैवल्स प्राइवेट लिमिटेड पर 35 हजार का जुर्माना लगाया है। आयोग ने एयरलाइंस को अनफेयर ट्रेड प्रैक्टिस व सेवा में कमी का जिम्मेदार मानते हुए आदेश दिया कि वह प्रार्थी को उनके कृत्य से पहुंची क्षतिपूर्ति के बतौर 10 हजार रुपए तथा अतिरिक्त वसूली गई

राशि ब्याज सहित अदा करें। आयोग ने उपभोक्ता हितों की उपेक्षा व अनदेखी करने के लिए एयरलाइंस को आदेश दिया कि वह 25 हजार रुपए राज्य उपभोक्ता कल्याण कोष में जमा कराए। आयोग के अध्यक्ष अरुण कुमावत, सदस्य जयश्री शर्मा और दिनेश चतुर्वेदी ने अपने निर्णय में लिखा कि चेक इन के दौरान वजन की पुष्टि हो चुकी थी और प्रार्थी ने अतिरिक्त शुल्क भी चुका दिया था। इसके बाद बोर्डिंग के दौरान पुनः वजन करना और अधिक वजन बताकर अतिरिक्त शुल्क वसूलना एयरलाइंस की अनफेयर ट्रेड प्रैक्टिस है।

एयरपोर्ट वसूली का केंद्र नहीं: आयोग के अनुसार एयरपोर्ट परिसर में बनी अधिकृत दुकानें यात्रियों की जरूरत के लिए हैं। वहां से खरीदे गए सीमित मात्रा के खाद्य पदार्थ को चेक इन के बाद सामान की कुल वजन सीमा में बोर्डिंग के समय पुनः जोड़ना और शुल्क लेना ग्राहकों के साथ छल है। एयरपोर्ट एक सुविधाजनक तथा सम्मानजनक स्थल है ना कि शुल्क वसूली का केंद्र। यात्रियों के अधिकारों की रक्षा करना उनकी सुरक्षा करना तथा उनके प्रति सम्मान बनाए रखना एयरलाइंस का कर्तव्य है।

यह है मामला: रामनगर निवासी विजय प्रकाश तत्ववेदी ने 3 अगस्त 2023 को अहमदाबाद से हनोई (वियतनाम) जाने का टिकट लिया। वियेत जेट एयरलाइंस में यात्रा पर 7 किलो सिंगल लगेज ले जाने की अनुमति है। अहमदाबाद एयरपोर्ट पर एयरलाइंस के काउंटर पर चेकिंग के लिए पहुंचा तो एयरलाइंस के अधिकारी ने उसके लगेज को 1 किलो अधिक बताते हुए 1410 रुपए का अतिरिक्त शुल्क अदा करने को कहा। प्रार्थी ने जमा कर दिया। बोर्डिंग व सिक्वोरिटी क्लियर के बाद एयरपोर्ट पर बने शोरूम से 300 ग्राम मिठाई खरीदी। प्रार्थी जब प्लेन में बैठने के लिए पहुंचा तो वहां कर्मचारी ने प्रार्थी के लगेज को फिर मैन्युअल वजन मशीन से जांचा।

एयरलाइंस ने नहीं दिया जवाब

प्रार्थी ने एयरलाइंस को कानूनी नोटिस भिजवाया और वसूली गई अवैध राशि हर्जाने सहित लौटाने की मांग की। एयरलाइंस ने नोटिस का कोई जवाब नहीं दिया। प्रार्थी ने वकील सूर्य प्रकाश गांधी व अमित गांधी के जरिए जिला उपभोक्ता आयोग में परिवाद पेश किया। आयोग ने एयरलाइंस को नोटिस भेजकर तलब किया लेकिन एयरलाइंस की ओर से आयोग के समक्ष कोई उपस्थित नहीं हुआ।



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DECCAN HERALD

BANGALORE

18 JULY 2025

Air India crash probe focuses on actions of plane's captain

Cockpit audio suggests captain cut fuel switches moments after takeoff

REUTERS

A cockpit recording of dialogue between the two pilots of the Air India flight that crashed last month suggests the captain cut off the flow of fuel to the plane's engines, The Wall Street Journal reported on Wednesday.

The newspaper cited people famil-

iar with early assessments by US officials of evidence gathered in the probe into the 12 June crash in Ahmedabad, India, which killed 260 people.

The first officer, who was flying the Boeing 787 Dreamliner, asked the more experienced captain why he moved the fuel switches to the "cutoff" position just seconds after takeoff, the report said. The two pilots were identified as Captain Sumeet Sabharwal and First Officer Clive Kunder, with total flying experience of 15,638 hours and 3,403 hours respectively.

India's Aircraft Accident Investigation Bureau (AAIB), the Directorate General of Civil Aviation, the Ministry of Civil Aviation, Air India and two unions representing Indian pilots did

not immediately respond to requests for comment on the Wall Street Journal report. Boeing also declined to comment.

A preliminary report on the crash, released by India's AAIB on Saturday, confirmed the fuel switches moved from "run" to "cutoff" within a second of each other just after takeoff but did not explain how they were flipped. Almost immediately after the aircraft lifted off, closed-circuit TV footage showed the deployment of a backup power source, the ram air turbine, indicating a loss of engine power. One pilot was then heard on the cockpit voice recorder asking the other why he had cut off the fuel. "The other pilot responded that he did not do so," the report said. With fuel cut off,

the London-bound flight lost thrust. After climbing to 650 feet, it began to descend. The pilots switched the fuel controls for both engines back to "run," and the aircraft automatically attempted to restart the engines, the report noted.

However, aviation safety expert John Nance told Reuters the jet was already too low and too slow to recover. The plane clipped trees and a chimney before crashing into a building on a nearby medical college campus in a fireball, killing 19 people on the ground and 241 of the 242 passengers on board.

In an internal memo on Monday, Air India CEO Campbell Wilson said the preliminary report found no mechanical or maintenance faults, con-

firms all required maintenance had been carried out. The AAIB's initial report included no safety recommendations for Boeing or engine maker GE. Following its release, the US Federal Aviation Administration and Boeing privately assured operators that the fuel switch locks on Boeing aircraft remain safe, according to a document seen by Reuters and four sources with knowledge of the matter.

The circumstantial evidence increasingly points to a crew member flipping the fuel switches, Nance said, noting there was "no other rational explanation" consistent with the information so far. Still, investigators must "dig into all the factors" and rule out other possible causes, a process that will take time, he added.

AI-171 MEMORIAL AND WELFARE TRUST

Tatas Set up ₹500cr Trust for Families of AI Crash Victims

Our Bureau

Mumbai: Tata Sons on Friday said it has set up a ₹500-crore trust to support families affected by the Air India flight AI171 crash in Ahmedabad, which killed 260 people last month.

The newly formed AI-171 Memorial and Welfare Trust will offer ₹1 crore in ex-gratia compensation to the families of each deceased, in addition to providing medical assistance to the injured and aid to first responders.

The trust, jointly backed by Tata Sons and Tata Trusts, will also help rebuild the B J Medical College hostel infrastructure, which was severely damaged when the aircraft crashed into the building.

Both the Tata entities have committed ₹250 crore each towards the trust, which will be administered by a five-member board.

The initial trustees include S Padmanabhan, a former Tata veteran, and Sidharth Sharma, general counsel at Tata Sons.

"Tata Sons today formalised and completed the registration of a public charitable trust in Mumbai," the company said in a statement. "The trust will provide both immediate and continuing support to the dependents/next-of-kin of the deceased, to those who were injured, and to all others who are directly or collaterally affected by the accident," it added.

Air India — part of the Tata Group — had last week said, "A trust



The AI flight crash killed 260 people

with a corpus of around ₹500 crore... is being set up to manage and disburse this ex-gratia amount and provide long-term assistance to the families. These efforts are voluntary and in addition to any compensation payable by Air India under law."

The latest release also confirmed that interim payments of ₹25 lakh have been sent to 47 families so far, with a further 55 in process.

The Montreal Convention — which governs international air travel liability — mandates interim payouts.

The preliminary report released by the Aircraft Accident Investigation Bureau (AAIB), which is probing the crash, revealed that the Boeing 787-8 lost power moments after take-off from Ahmedabad on June 12 after both fuel control switches were moved to the "cutoff" position.

The agency clarified that the findings are preliminary and that a full causal analysis will follow in the final report.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

19 JULY 2025

Why India's Airlines Draw Passenger Flak

Silk Stalkings



Reshmi Dasgupta

Flights are a part of life for many even in India, especially those who commute between cities daily or several times a week. Although statistically minimal, glitches do happen in these trips, from delays, long queues and baggage mishandling to bad service, shabby infrastructure and, most annoying of all, 'technical issues'. But there are two compounding factors across all airlines: lack of or inadequate responsiveness and training of people-facing staff.

Last week my flight from Delhi to Kolkata underlined that conclusively. We boarded on time, doors shut on time, the pilot made a cheery announcement about our imminent takeoff and estimated arrival in Kolkata. But our aircraft, by then proceeding towards the runway, suddenly turned to the left and halted at a parking bay on the apron. Then the captain announced a 'technical issue', a statement fraught with dread given what happened last month in Ahmedabad.

He said it would soon be corrected

Efficiency, empathy and responsiveness are the key to customer satisfaction, but managements do not seem to deem these to be necessary

but it was just the opposite. The airstairs stood around for quite a while before linking with the plane for engineers to board. Then the cabin crew drew the curtains, making everything even more mysterious—and scary. With no updates from the cockpit as two hours went by, passenger unease kept rising. Many inquisitive ones kept walking up the aisle to investigate. And then a senior bureaucrat along with two colleagues insisted on deplaning.

Passengers then became even more restive: why would government officials want to get off unless there was something seriously wrong, they thought. With no information or reassurance forthcoming from anyone in the know, anxiety kept growing. More passengers went to the front, some to inquire, others to argue and some to just watch the 'tamasha'. Periodically, one would return to relay the latest, but still no timeline on takeoff, or the seriousness of the fault.

Finally, the captain did speak: to announce a change of aircraft! A junior airline employee said we would not go to the terminal but be taken straight to another aircraft. He was wrong. We were disgorged the

and taken through cramped security check counters and thence to another departure gate where water, juice and tubs of rajma-chawal arrived. But there was no manager, just frazzled juniors and several delayed text messages about the new departure times.

By then it was three hours past our scheduled take-off time and the elderly as well as children were clearly stressed, and their carers even more so. Here, words of reassurance from a senior manager would have calmed nerves all round, but there was silence. Self-appointed passenger 'leaders' therefore subjected junior staffers to tongue-

lashings, some justifiable, but most just instances of venting emotions. Finally, it was time to board again: same cabin crew, different pilots.

When we took off from Delhi, it was already two hours past the time we were originally scheduled to have landed in Kolkata. By then passengers were all on backslapping terms, bonded by anxiety; it was

as if friends were going on an adventure together. The pilot was more communicative this time, apologising and reassuring us that we would be in Kolkata in two hours—and we were. But the saga would have been much more bearable with adroit communication.

The world's best airlines are those that score high on passenger experience based on punctuality and efficient, empathetic, responsive staff. Also, captains do not just pilot planes, passengers look to them for information and reassurance. This trip scored low on all counts. Budget or full fare, Indian airline managements' attitude towards customers is standoffish and ground staff are clueless about standard procedures. India has changed hugely; why haven't airlines?

There are two compounding factors across all airlines: lack of or inadequate responsiveness and training of people-facing staff

Tata Sons registers trust for Air India crash victims

FE BUREAU
Mumbai, July 18

TATA SONS ON Friday formalised and completed the registration of a public charitable trust dedicated to the victims of the Air India AI-171 flight crash.

The trust, registered in Mumbai, will be called 'The AI-171 Memorial and Welfare Trust'. It will provide both immediate and continuing support to the dependents/next-of-kin of the deceased, to those who were injured, and to all others who are directly or collaterally affected by the accident.

Tata Sons and Tata Trusts have together pledged to contribute ₹500 crore (with both committing ₹250 crore each) for the trust's philanthropic objectives. This will include ex-gratia payment of ₹1 crore for those deceased, medical treatment to those who suffered serious injuries, and support for rebuilding the BJ Medical College hostel infrastructure, which was damaged in the accident.

The trust will also provide

₹500-CR PURSE

■ The trust will provide both support to dependents/next-of-kin of the deceased who were injured in the Ahmedabad crash

■ Tata Sons and Tata Trusts have together pledged to contribute ₹250 crore each for the trust



■ This will include ex-gratia payment of ₹1 crore for those deceased, treatment of those who were injured

■ The trust will be managed by a five-member Board of trustees

aid and assistance for alleviation of any trauma or distress suffered by the first responders, medical and disaster relief professionals, social workers and government staff who provided invaluable institutional support and service in the aftermath of the accident.

The final fatality figure of the accident, as released by authorities, stands at 260, including 241 occupants of the ill-fated plane and 19 people on the ground. 50 of the aircraft's passengers were foreign citizens.

The trust will be managed and administered by a five-member Board of trustees. The initial two trustees appointed to the Board are S Padmanabhan, a former Tata veteran, and Sidharth Sharma, Tata Sons' General Counsel. Additional trustees will be appointed shortly.

The trust will be funded and will commence its work in all earnestness after necessary registration with the tax authorities and other operational formalities, currently underway, are completed.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JULY 2025

Now, Guj flight and airport get bomb threats

Thane: The Navi Mumbai police filed an FIR and started a probe in connection with calls received about a bomb on a Mumbai-Ahmedabad flight and a threat to blow up the city airport. The calls were received between 2pm and 2.30pm on Wednesday at the office of the Navi Mumbai joint commissioner of police, a CBD police station official said. "The callers said a bomb had been placed on board the Mumbai-Ahmedabad flight. Another call said the Mumbai international airport would be blown up at 6.30pm. Thorough checks did not reveal anything suspicious," the official informed. The numbers from which the calls were made have been identified, he added. The incident comes recently after similar threats were received by the Bombay Stock Exchange and National Stock Exchange. **PTI**



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FREE PRESS JOURNAL

MUMBAI

18 JULY 2025

India's aviation has strong growth potential: Jefferies

ANI
NEW DELHI

India's aviation sector holds strong untapped potential, as the country accounts for only about 4 per cent of global air traffic despite having nearly 18 per cent of the world's population, according to a recent report by Jefferies.

The report highlighted that India is already the third-largest aviation market in the world by passenger volume, behind the United States and China.

However, with only approx. 4 per cent of global traffic, the sector is still underpenetrated when compared to the size of the population. Air travel per capita in India remains very



low, indicating a huge opportunity for growth.

It stated "India ranks as the third-largest aviation market by passenger volume...but still accounts for just ~4 per cent of global traffic, vs nearly 18 per cent of the world's population".

The report also mentioned that rising incomes, rapid urbanization, and ongoing investments in fleet expansion and airport infrastructure are expected to support sustained

high single-digit to low double-digit growth in the industry.

The country's air connectivity indicators are improving, with the introduction of new domestic routes and expansion into more international markets, including direct overseas connections.

The report compared India's aviation industry with that of China to underline the growth opportunity. While China handles over 0.7 billion air passengers annually, India caters to just about 0.2 billion.

In terms of infrastructure, China has a fleet of over 4,000 aircraft and more than 250 airports, whereas India operates with around 850 aircraft and 150-160 airports.



Corporate Communications Directorate

HINDUSTAN

DELHI

19 JULY 2025

‘विमान हादसे की जांच में प्रतिनिधियों को शामिल करें’

मुंबई। पायलटों के संगठन 'एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया' ने विमान हादसे की चल रही जांच में अपने प्रतिनिधियों को पर्यवेक्षक के रूप में शामिल करने का अनुरोध किया।

संगठन ने विमान दुर्घटना जांच ब्यूरो (एएआईबी) की उस अपील का स्वागत किया, जिसमें सभी से अटकलों से बचने का अनुरोध किया गया था। एएआईबी ने गुरुवार को कहा था कि एयर इंडिया विमान दुर्घटना के कारणों पर अभी कोई निश्चित निष्कर्ष निकालना जल्दबाजी होगी क्योंकि जांच अभी जारी है।

The mental health of pilots is the elephant in the room

Subsequent to the Aircraft Accident Investigation Bureau's release of its preliminary report of the accident involving an Air India Boeing 787 flight at Ahmedabad on June 12, 2025, there has been a lot of debate on social media platforms and YouTube channels about pilot involvement. This has, in turn, led to further discussion on the sensitive topic of the mental health of pilots. While one should not indulge in speculation about the cause of the accident until the final report is published, there is no better time than now to examine this topic, which is, unfortunately, considered taboo.

Though there have been at least 19 documented cases of pilot suicides, where pilots used aircraft to end their own lives and those of others, it was the Germanwings disaster (flight 9525 in March 2015) which served as a wake-up call about pilot mental health. In this accident, the investigation revealed that the captain had left the cockpit and the copilot used this time to fly the Airbus A320 into a mountain killing all 150 passengers on board.

Factors in the life of a pilot

Pilots, by nature, are a group of people who will not accept any form of human weakness willingly and will instead opt to bear the rough ride and hide their pain. Added to this are the consequences of any voluntary disclosure, which could mean the end of the pilot's career. In addition to the normal stressors that the general public are exposed to, there are other factors unique to the profession which place undue demands both on a pilot at the physiological level and the psychological level. In the course of their job, pilots are expected to "sleep to order" in unfamiliar locations that are spread across various time zones. However, this is next to impossible and, obviously, results in long periods of wakefulness and sleep debt. Frequent changes in the roster also disturb a pilot's work-life balance, in turn affecting relationships with other members of the pilot's family. In addition, escalating training costs and stagnant salaries impose financial pressures. With the widespread



Captain S. Sabu

is an airline pilot and a member of the Flight Safety Foundation

Airline managements and regulators need to adopt a very progressive attitude on this sensitive topic

use of social media, people in general are exposed to more depressing events. These affect all of us – pilots are also human beings and, therefore, not immune to it. The stress of modern living in cities also throws up its own set of challenges.

How airline managements can help crew

A study by the Harvard T.H. Chan School of Public Health, U.S. (which included Joseph G. Allen, Associate Professor of Exposure Assessment Science), titled "Airplane pilot mental health and suicidal thoughts", conducted a cross-sectional descriptive study using an anonymous web-based survey. Analysis of the study showed that 12.6% of the pilots who answered the survey crossed the threshold of criteria for having depression, and an astonishing 4.1% said they considered suicide within the preceding two weeks.

Airline operators can play a major role in alleviating the stress on aircrew. For example, there can be policies that allow pilots to proceed on paid leave when going through life-changing events such as divorce, the loss of a loved one, attending to a sick child or even taking care of a child who has learning difficulties. The majority of pilots have a high degree of resilience and it will only be a very small minority who may opt for leave citing such circumstances – this is not going to cause a dent in the finances of the company. A minor short-term issue can be prevented from escalating into a serious problem.

Though there is no evidence that the captain of the Malaysian Airlines flight, MH370 (March 2014), committed suicide, it was reported that he had marital problems and was living a lonely life. Airlines should have very active peer support programmes that are managed solely by pilot groups. The social stigma associated with this should be removed and steps should be taken to improve the trust between aviation medical specialists and the pilots. Another very pragmatic approach is to permit pilots diagnosed with certain conditions to continue flying as long as they receive treatment. It is better to know and

monitor than not knowing. A person could function very safely with aviation-approved medication and regular follow up. As the Federal Air Surgeon of the U.S. Federal Aviation Administration (FAA) said in 2022, "Early treatment is a win-win: the person gets help more quickly; typically, the symptoms are less severe and obtaining a special issuance is more likely to be successful."

In the United States, the FAA has finally acknowledged that there is a problem and recently established a Mental Health and Aviation Medical Clearances Aviation Rulemaking Committee which is expected to make major changes.

Changes in the system

India's regulator, the Directorate General of Civil Aviation (DGCA), should adopt a very progressive attitude towards finding a solution. Requiring pilots to undergo detailed mental health tests will only be counterproductive and impose more mental burdens on the pilots. There are severe limitations in objectively assessing mental health and if the test is subjective without specific criteria, it will only open up more issues. People with mental health conditions might go without being diagnosed and others could be misdiagnosed. The most pragmatic solution will be to educate pilots to recognise signs of depression in their colleagues. Flight instructors can be an important link in this as they get to see the difficulties experienced by trainees much before other peers.

The Union Ministry of Health should also enact legislation defining rules that require health-care providers to inform the appropriate authorities when a patient's health is very likely to impact public safety, while, at the same time, protecting the patient's personal/private data from unnecessary disclosure. While we may not be able to completely eliminate the risk, we can effectively manage the risks by a balanced approach and following best practices.

{ THIRD EYE }

Barkha Dutt



In AI crash, western media spins stories to pin blame on pilot

The vague and partial referencing in the preliminary report and selective media leaks have enabled vested interests to launch a smear campaign against a dead person

The families of those who perished in the Air India 171 crash a mere 32 seconds after take-off deserve, at the very least, answers. But the promptness with which Boeing has been exonerated, especially in sections of the international media and the speed with which the pilots of the aircraft have been smeared, makes me think we might never get to the truth of what took the plane down.

Take a cursory look at how this is playing out on shows hosted in the West by widely followed anchors such as Piers Morgan and Megyn Kelly. Captain Sumeet Sabharwal, the soft-spoken commander of the ill-fated plane who was monitoring and not flying when the plane crashed, has pretty much been called a suicidal murderer.

I did not know Sabharwal at all, but as an Indian, it makes my blood boil to see this sort of loose talk that is clearly designed to mock the competence of all Indian pilots. The campaign against Sabharwal peaked when *The Wall Street Journal* converted whispers and insinuations about the senior pilot of the plane into a direct allegation that it was he who cut off the fuel to the engines of the plane by moving the switches.

Imagine the pain and rage you would feel if you were Sabharwal's aging and grieving father, upon reading this about your child. Such media claims, so far, have little to no concrete substantiation and have clearly been written on the basis of leaks by US safety officials who were given access to the probe process in India.

India's Aircraft Accident Investigation Board (AAIB) has finally called out this smear campaign in a statement warning against

"selective, unverified ... irresponsible reporting" in international media. But expect more slander and accusations against Sabharwal in the next few days as the media is fed slanted information bit by bit, piece by piece. The Americans are obviously spinning. Boeing is an American manufacturer that just paid more than a billion dollars in penalties to avoid prosecution — and the protest statement by Indian authorities may be too little, too late.

The problem began with a pointed leak ahead of the release of the report, again to *The Wall Street Journal*, which set the stage for the pilots to be blamed. Then, two days later, in the dead of night, when it was working hours only for western media and most of India was asleep, the report was digitally released past 1 am. No one quite knows why this was the case. The ambiguously worded, open-ended preliminary crash investigation report was not elaborated on at any press conference.

The report made no direct or explicit allegation against the pilots, but its vague and partial referencing has left the door wide open for endless speculation. It quotes or paraphrases (not clear which) a purported cockpit conversation between the two pilots, with one asking the other, "Why did you cut off?" and the other replying, "I did not". Though no names are taken, because Clive Kunder was flying (and both his hands were at the wheel), Sabharwal is the one under scrutiny in the global press for supposedly cutting fuel to the engines.

And because the report said it had no further recommendations for either Boeing or GE (the engine manufacturer), this was widely read as a clean chit for them, leaving the path open for western media to focus solely on the pilots.

After public outrage and focus on multiple advisories — from the US aviation regulator in 2018 on possibly faulty locks of the fuel switches; from GE in 2020 on a problem with a microprocessor; from the UK in 2025 May, when it renewed a directive flagging a safety concern with fuel valves — India's DGCA joined much of the world in mandating new checks on fuel switches across the Boeing fleet.

If Boeing's claims that their fuel switches



In pointing fingers at captain Sabharwal, American media outlets do not even consider a plane malfunction or the multiple ignored advisories. REUTERS

were in the clear was really trusted, why are airlines like Etihad and Singapore, along with Air India, running tests again? And if there is a nagging question mark over some of these concerns, why didn't the investigation board recommend these tests as a matter of abundant precaution?

Mary Schiavo, a top US aviation attorney and a former inspector general of the US department of transportation was even more blunt. She told me that on the basis of what we know so far, "It is impossible to blame the pilots, it is the plane that is suspect unless proven otherwise".

She and other aviation experts have pointed to a 2019 incident in which both engines of a 787 Nippon Airways plane quit on landing in Osaka without any pilot command. Uncommanded thrust movement, she says, is well documented and this incident mirrors the AI 171 crash, where the pilots deny moving the fuel switches physically.

There is a plethora of pointedly missing information in the preliminary report. The cockpit voice recorder has, of course, been partially quoted. But the time and altitude stamp for when the purported exchange between the two pilots spoke is missing. The time and altitude stamp for when the Ram Air Turbine (RAT) deployed is also absent. This is

critical to understand at what stage the engines failed.

As a senior pilot told me, the probe report should either have been totally confidential or totally open. The halfway house has permitted the entry of vested interests. Boeing's own record on safety is hardly inspiring. After the first crash of the 737 Max, pilots were blamed. It took a tragic second crash for Boeing to concede that its Maneuvering Characteristics Augmentation System (MCAS) software had been the problem. Its CEO is on record before the US Congress conceding serious lapses with security.

Yet, the American media focuses on none of this. And in pointing fingers at captain Sabharwal, they do not even consider a plane malfunction or the multiple ignored advisories. Boeing shares rose immediately after the crash report was released and no action or further tests were mandated against its planes.

Meanwhile, Sabharwal's enraged colleagues are left valiantly defending a man who can no longer speak for himself. One of them shared a photograph of a greying Sabharwal from a tech-refresher course at Air India. He topped the course, his crestfallen friend said quietly.

Barkha Dutt is an award-winning journalist and writer. The views expressed are personal.

Tata Group sets up ₹500 crore trust for AI-171 crash victims

Neha LM Tripathi

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NEW DELHI: Tata Sons and Tata Trusts on Friday said they have set up a ₹500 crore welfare trust for the victims of the Air India plane crash.

"The Trust will be called 'The AI-171 Memorial and Welfare Trust', dedicated to the victims of the unfortunate accident of Air India flight AI-171 in Ahmedabad," a statement issued by Air India said.

Tata Sons and Tata Trusts have committed to contributing ₹250 crore each to the trust for philanthropic purposes, including ex gratia payment of ₹1 crore to the families of those who died in the crash.

The trust's philanthropic activities will include medical treatment of those who suffered serious injuries and support for rebuilding the BJ Medical College Hostel infrastructure, which was damaged in the accident.

"Tata Sons and Tata Trusts have together pledged to contribute Rs. 500 crores (with both committing Rs. 250 crores each) for the Trust's philanthropic objects, which will include ex-gratia payment of Rs. 1 crore for those deceased, medical treatment of those who suffered serious injuries, and support for rebuilding the B.J. Medical College hostel infrastructure which was damaged in the accident. The Trust will be managed and administered by a 5-member



The trust's philanthropic activities will include medical treatment of those who suffered injuries. PH

Board of Trustees, the statement said. It added: "The Trust will provide both immediate and continuing support to the dependents/next-of-kin of the deceased, to those who were injured, and to all others who are directly or collaterally affected by the accident."

S Padmanabhan, a former Tata veteran and Sidharth Sharma, Tata Sons' general counsel have been appointed as initial trustees of the board. Additional trustees will be appointed shortly, it said.

"The Trust will be funded and will commence its work in all earnestness after necessary registration with the Tax authorities and other operational formalities, currently underway, are completed," it added.

On June 12, the Air India aircraft, a Boeing 787, crashed just seconds after take-off from Ahmedabad airport, killing 260 people.



Corporate Communications Directorate

JANSATTA

DELHI

19 JULY 2025

टाटा समूह ने पीड़ितों के लिए बनाया 500 करोड़ रुपए का ट्रस्ट

जनसत्ता ब्यूरो
नई दिल्ली, 18 जुलाई।

टाटा समूह ने 12 जून को अहमदाबाद में हुए एअर इंडिया विमान हादसे के पीड़ितों के लिए 500 करोड़ रुपए का 'एआइ-171 मेमोरियल एंड वेलफेयर ट्रस्ट' स्थापित करने की शुरुआत की घोषणा की। इस हादसे में 260 लोगों की मौत हो गई थी।

इस ट्रस्ट का पंजीकरण मुंबई में एक सार्वजनिक धर्मार्थ ट्रस्ट के रूप में कराया गया है। टाटा संस और टाटा ट्रस्ट ने परोपकारी उद्देश्यों के लिए स्थापित इस ट्रस्ट को 250-250

करोड़ रुपए का योगदान देने की प्रतिबद्धता जताई है। टाटा संस ने एक बयान में कहा, यह ट्रस्ट मृतकों के आश्रितों, निकटतम परिजन, घावलों और दुर्घटना से प्रत्यक्ष या अप्रत्यक्ष रूप से प्रभावितों को तत्काल एवं निरंतर सहायता प्रदान करेगा। ट्रस्ट, घटनास्थल पर राहत एवं बचाव कार्य करने वाले कर्मियों, चिकित्सा एवं आपदा राहत पेशेवरों, सामाजिक कार्यकर्ताओं और सरकारी कर्मचारियों को किसी भी आघात या संकट को कम करने के लिए भी सहायता प्रदान करेगा, जिन्होंने दुर्घटना के बाद अमूल्य संस्थागत सहायता और सेवा प्रदान की थी।

अहमदाबाद
विमान हादसा

देहरादून एयरपोर्ट को जेवर और नवी मुंबई से मिलेगी पहली हवाई कनेक्टिविटी

एयर इंडिया एक्सप्रेस भी शुरू करेगी नई उड़ानें

■ जेवर एयरपोर्ट के लिए पहली सीधी कनेक्टिविटी होगी

पावनियर समाचार सेवा। रानीपोखरी

उत्तराखंड की राजधानी देहरादून का जौलीग्रॉन्ट एयरपोर्ट अब एक और बड़ी उपलब्धि की ओर बढ़ रहा है। यह एयरपोर्ट जल्द ही एशिया के सबसे बड़े और आधुनिक हवाई अड्डों में शामिल जेवर एयरपोर्ट (नोएडा इंटरनेशनल एयरपोर्ट) तथा नवी मुंबई इंटरनेशनल एयरपोर्ट से सीधे हवाई मार्ग से जुड़ने जा रहा है। यह ऐतिहासिक कदम न केवल राज्य के हवाई संपर्क को सुदृढ़ करेगा, बल्कि देहरादून को राष्ट्रीय विमानन नक्शे पर और भी प्रमुख स्थान दिलाएगा।

विमानन कंपनियों ने आगामी विंटर शेड्यूल (अक्टूबर 2025) के लिए भारतीय हवाई अड्डे प्राधिकरण (एएआई) को अपनी सेवाएं शुरू करने हेतु आवेदन भेज दिए हैं। इस



प्रस्ताव के अंतर्गत एयर इंडिया एक्सप्रेस पहली बार देहरादून से बंगलुरु, अहमदाबाद और नवी मुंबई के लिए 180 सीटों वाले विमानों के साथ उड़ानें संचालित करेगी। वहीं इंडिगो एयरलाइंस, जेवर एयरपोर्ट के लिए पहली बार उड़ान शुरू करने जा रही है, जो देहरादून को इस उभरते हुए वैश्विक हवाई केंद्र से जोड़ेगी।

इन सभी उड़ानों की शुरुआत नागर विमानन महानिदेशालय (डीजीसीए) से औपचारिक मंजूरी मिलने के बाद ही की जाएगी। अनुमति मिलते ही टिकटों की बिक्री, स्टाफिंग और अन्य लॉजिस्टिक तैयारियां आरंभ कर दी जाएंगी। वर्तमान स्थिति में,

देहरादून एयरपोर्ट से इंडिगो, एयर इंडिया, स्पाइसजेट और एलायंस एयर जैसी विमानन कंपनियां प्रतिदिन 12 से अधिक उड़ानें संचालित कर रही हैं। एयर इंडिया एक्सप्रेस इस सूची में पांचवीं एयरलाइन के रूप में शामिल होगी। हालांकि बंगलुरु और अहमदाबाद के लिए वर्तमान में भी उड़ानें उपलब्ध हैं, लेकिन नवी मुंबई और जेवर एयरपोर्ट के लिए यह पहली सीधी कनेक्टिविटी होगी।

एयरपोर्ट निदेशक प्रभाकर मिश्रा ने जानकारी देते हुए कहा, इंडिगो और एयर इंडिया एक्सप्रेस द्वारा शुरू की जाने वाली ये नई उड़ानें देहरादून को जेवर और नवी मुंबई जैसे उभरते

नई उड़ानों की समय-सीमा भी तय की गई

- जेवर एयरपोर्ट से उड़ानें 29 सितंबर 2025 से शुरू होंगी।
- नवी मुंबई एयरपोर्ट से उड़ानों की शुरुआत 30 सितंबर 2025 से होगी।

शुरुआती चरण में दोनों एयरपोर्टों से घरेलू उड़ानें चलाई जाएंगी और इसके बाद अंतरराष्ट्रीय उड़ानों के लिए भी इन्हें सक्रिय किया जाएगा। इससे दिल्ली और मुंबई एयरपोर्ट्स पर यात्री भार कम होने की भी संभावना है।

शहरों से जोड़ेंगी। एएआई को सभी आवश्यक आवेदन मिल चुके हैं और अब मंजूरी की प्रक्रिया प्रगति पर है। इस विस्तारित कनेक्टिविटी से न केवल देहरादून के यात्रियों को नए गंतव्यों तक पहुंचने में सहजता होगी, बल्कि क्षेत्रीय हवाई यातायात में भी उल्लेखनीय वृद्धि देखी जाएगी।



Corporate Communications Directorate

THE PIONEER

DELHI

19 JULY 2025

Tata forms trust for AI 171 victim families

TN RAGHUNATHA ■ Mumbai

In an effort to the families of those killed in the recent Air India AI-171 plane crash in Ahmedabad, Tata Sons on Friday formed a public charitable trust with a corpus of ₹500 crore.

Named 'The AI-171 Memorial and Welfare Trust', the public charitable trust registered in Mumbai is dedicated to the victims of the unfortunate accident of Air India flight AI-171 in Ahmedabad, in which 260 people — including 241 passengers and crew members on board the flight — were killed on June 12.

Announcing the formation of a trust to help the next of kin of those killed in the air crash, Tata Sons, the flagship company of the salt-to-software conglomerate, said, "Tata Sons and Tata Trusts have together pledged to contribute ₹500 crores (with both committing ₹250 crores each) for the Trust's philanthropic objects", aimed at helping the families of those killed in the June 12 AI-171 plane crash.

Continued on » P4

Tata forms trust for AI 171 victim families

Continued from » P1 The objectives will include ex-gratia payment amounting to Rs. 1 crore to families of each of those killed in the crash, medical treatment of those who suffered serious injuries, and support for rebuilding the B.J. Medical College Hostel infrastructure which was damaged in the accident.

"The Trust will provide

both immediate and continuing support to the dependents/next-of-kin of the deceased, to those who were injured, and to all others who are directly or collaterally affected by the accident," a statement by Tata Sons said. "The Trust will also provide aid and assistance for alleviation of any trauma or distress suffered by the first responders, medical and dis-

aster relief professionals, social workers and governmental staff who provided invaluable institutional support and service in the aftermath of the accident," the statement said.

The Trust will be managed and administered by a 5-member Board of Trustees. The initial two trustees appointed to the Board are: Mr. S. Padmanabhan, a for-

mer Tata veteran and Mr. Sidharth Sharma, Tata Sons' General Counsel.

"Additional trustees will be appointed shortly. The Trust will be funded and will commence its work in all earnestness after necessary registration with the Tax authorities and other operational formalities, currently underway, are completed," the statement added.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

19 JULY 2025

टाटा समूह ने विमान हादसा पीड़ितों के लिए 500 करोड़ का ट्रस्ट बनाया

नई दिल्ली (भाषा)। टाटा समूह ने पिछले महीने अहमदाबाद में हुए एअर इंडिया विमान हादसे के पीड़ितों के लिए 500 करोड़ रुपए का 'एआई-171 मेमोरियल एंड वेलफेयर ट्रस्ट' स्थापित करने की शुरुवार को घोषणा की। इस हादसे में 260 लोगों की मौत हो गई थी।

'एआई-171 मेमोरियल एंड वेलफेयर ट्रस्ट' का पंजीकरण मुंबई में एक सार्वजनिक धर्मार्थ ट्रस्ट के रूप में कराया गया है। टाटा संस और टाटा ट्रस्ट ने परोपकारी उद्देश्यों के लिए स्थापित इस ट्रस्ट को 250-250 करोड़ रुपए का योगदान देने की प्रतिबद्धता जताई है। टाटा संस ने एक बयान में कहा, यह ट्रस्ट मृतकों के आश्रितों/निकटतम परिजन, घायलों और दुर्घटना से प्रत्यक्ष या अप्रत्यक्ष रूप से प्रभावित सभी लोगों को तत्काल एवं निरंतर सहायता प्रदान करेगा।

बयान के मुताबिक, ट्रस्ट घटनास्थल पर राहत एवं बचाव कार्य करने वाले कर्मियों, चिकित्सा एवं आपदा राहत पेशेवरों, सामाजिक कार्यकर्ताओं और सरकारी कर्मचारियों को होने वाले किसी भी आघात या संकट को कम करने के लिए सहायता प्रदान करेगा, जिन्होंने दुर्घटना के बाद अमूल्य संस्थानगत सहायता और सेवा प्रदान की थी। बयान के अनुसार, पांच सदस्यीय

न्यासी बोर्ड ट्रस्ट का प्रबंधन और प्रशासन करेगा। इसमें कहा गया है कि टाटा समूह के पूर्व दिग्गज एस पद्मनाभन और टाटा संस के जनरल काउंसल सिद्धार्थ शर्मा को ट्रस्ट का न्यासी बनाया गया है, जबकि तीन अन्य न्यासियों की नियुक्ति जल्द ही की जाएगी।

बयान में कहा गया है कि ट्रस्ट के परोपकारी उद्देश्यों में विमान हादसे में मारे गए लोगों के परिवारों को एक-एक करोड़ रुपए की अनुग्रह राशि देना, गंभीर रूप से घायल लोगों के इलाज का खर्च उठाना और दुर्घटना में क्षतिग्रस्त हुए बीजे मेडिकल कॉलेज छात्रावास के वुनियादी ढांचे के पुनर्निर्माण के लिए सहायता प्रदान करना शामिल है। इसमें कहा गया है कि कर अधिकारियों के साथ आवश्यक पंजीकरण और अन्य परिचालन औपचारिकताएं पूरी होने के बाद ट्रस्ट को वित्त पोषित किया जाएगा और यह पूरी गंभीरता से अपना काम शुरू कर देगा।

गत 12 जून को अहमदाबाद से लंदन जा रहा एअर इंडिया का एक विमान उड़ान भरने के तुरंत बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में विमान में सवार 242 लोगों में से 241 की और जमीन पर मौजूद 19 अन्य व्यक्तियों की मौत हो गई थी।

■ एयर इंडिया विमान हादसे में 260 लोगों की मौत हो गई थी



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

18 JULY 2025

‘हड़बड़ी वाले निष्कर्ष का कोई मतलब नहीं’

नई दिल्ली। अहमदाबाद में 12 जून को हुए विमान हादसे को लेकर अमेरिकी अखबार वॉल स्ट्रीट जर्नल की रिपोर्ट को लेकर भारत में विमानन विशेषज्ञों के बीच असंतोष बढ़ गया है। इसमें फ्यूल स्विच को लेकर बड़ा दावा किया गया है। रिपोर्ट में कहा गया है कि विमान के कैप्टन ने फ्यूल स्विच को बंद कर दिया था। वॉल



■ अहमदाबाद विमान हादसे पर विदेशी मीडिया की रिपोर्ट विशेषज्ञों ने की खारिज

स्ट्रीट जर्नल की इस रिपोर्ट को भारत में व्यापक स्तर पर आलोचना हो रही है। पायलट्स एसोसिएशन के साथ ही कई विमानन विशेषज्ञों ने इसे खारिज किया

है और कई गंभीर सवाल उठाए हैं। इस हादसे पर आई वॉल स्ट्रीट जर्नल की रिपोर्ट को लेकर विमानन विशेषज्ञ संजय लाजर ने भी प्रतिक्रिया दी। उन्होंने कहा कि वॉल स्ट्रीट जर्नल ने आज सुबह एक रिपोर्ट जारी की है, जिसमें बताया गया है कि उड़ान संख्या एआई 171 के कमांडर ने ईंधन स्विच खोल दिए थे। जबकि भारत के एएआईबी की प्रारंभिक रिपोर्ट में केवल एक ही बयान जारी किया गया है। इसमें बहुत ही स्पष्ट रूप से दोनों पायलट की बातचीत

‘स्टेबलाइजर खराबी की भी होनी चाहिए जांच’

एक पूर्व पायलट और विमानन सलाहकार ने एअर इंडिया विमान हादसे की एक और थ्योरी दी है। उनके मुताबिक हादसे का शिकार हुए एअर इंडिया के विमान एआई171 के स्टेबलाइजर की भी जांच की जानी चाहिए। विमानन सलाहकार ने आशंका जताई कि स्टेबलाइजर की खराबी के चलते ऐसा भी हो सकता है कि पायलट ने गलती से ईंधन स्विच बंद कर दिए, जिसके कारण विमान के दोनों इंजन बंद हो गए और विमान हादसे का शिकार हो गया अब विमानन विशेषज्ञ कैप्टन एहसान खालिद ने न्यूज एजेंसी पीटीआई के साथ बातचीत में बताया कि जांचकर्ताओं को फ्लाइंग डेटा रिकॉर्डर से स्टेबलाइजर इनपुट की भी जांच करनी चाहिए। हो सकता है कि वह ठीक न हुआ हो, जिससे उड़ान के दौरान समस्या हुई। कैप्टन खालिद ने बताया कि स्टेबलाइजर विमान के पिछले भाग का हिस्सा होता है और यह टेकऑफ के दौरान विमान के अगले हिस्से को ऊपर-नीचे करने में मदद करता है। खालिद ने कहा कि विमान की कंट्रोल यूनिट में स्टेबलाइजर का कंट्रोल बटन, ईंधन बटन के पास ही लगे होते हैं। स्टेबलाइजर में खराबी आने पर पायलट को ही उनका स्विच ऑफ करना होता है।

बताई गई है। जिसमें सह पायलट क्यों बंद किया? और पायलट ने पायलट से पूछता है कि आपने इसे जवाब दिया, नहीं, मैंने नहीं किया।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

18 JULY 2025

भारत के विमानन क्षेत्र में अपार संभावनाएं आबादी के अनुपात में हवाई यातायात बेहद कम

नई दिल्ली। भारत के विमानन क्षेत्र में वृद्धि की अपार संभावनाएं हैं। विश्व की लगभग 18 प्रतिशत आबादी होने के बावजूद, वैश्विक हवाई यातायात में भारत की हिस्सेदारी केवल 4 प्रतिशत है। जेफरीज की हालिया रिपोर्ट में यह दावा किया गया है। रिपोर्ट में बताया गया कि यात्री संख्या के आधार पर भारत पहले से ही अमेरिका और चीन के बाद दुनिया का तीसरा सबसे बड़ा विमानन बाजार है। हालांकि जनसंख्या के आकार की तुलना में यह क्षेत्र अभी भी अपर्याप्त रूप से विकसित है। भारत में प्रति व्यक्ति हवाई यात्रा बहुत कम है। यह विकास के विशाल अवसरों की ओर इशारा करता है। इसमें कहा गया कि बढ़ती आय, तेज शहरीकरण और बेड़े

के विस्तार व हवाईअड्डा अवसंरचना में लगातार हो रहे निवेश से इस क्षेत्र में उच्च एकल अंक से लेकर निम्न दोहरे अंकों तक की निरंतर वृद्धि की उम्मीद है। देश के हवाई संपर्क संकेतक भी बेहतर हो रहे हैं, जिसमें नए घरेलू मार्गों की शुरुआत और अधिक अंतरराष्ट्रीय बाजारों में विस्तार शामिल है। इसमें सीधे विदेशी गंतव्यों तक की कनेक्टिविटी भी जोड़ी जा रही है। रिपोर्ट में भारत के विमानन उद्योग की तुलना चीन से की गई है ताकि विकास के अवसरों पर जोर दिया जा सके। जहां चीन सालाना 0.7 अरब से ज्यादा हवाई यात्रियों को संभालता है। वहीं भारत केवल लगभग 0.2 अरब यात्रियों को ही सेवाएं प्रदान करता है।

बुनियादी ढांचे के संदर्भ में, चीन के पास 4,000 से अधिक विमानों का बेड़ा और 250 से अधिक हवाई अड्डे हैं। वहीं भारत में लगभग 850 विमान और 150 से 160 हवाई अड्डे हैं। चीन को अपने व्यापक हाई-स्पीड रेल नेटवर्क का भी लाभ मिलता है, जो कई मार्गों पर हवाई यात्रा को टक्कर देता है। इसके विपरीत, भारत अभी भी लंबी दूरी की यात्रा के लिए पारंपरिक रेल पर बहुत अधिक निर्भर है, क्योंकि उसके पास एक मजबूत हाई-स्पीड रेल प्रणाली का अभाव है। सकारात्मक दृष्टिकोण के बावजूद, भारत में विमानन क्षेत्र कई चुनौतियों का सामना कर रहा है। इनमें से एक प्रमुख समस्या वैश्विक स्तर पर विमानों की कमी और आपूर्ति-श्रृंखला की अड़चनें

हैं। इनके कारण नए विमानों की आपूर्ति में देरी हो सकती है। विमानन टरबाइन ईंधन (एटीएफ) पर उच्च करधान से एयरलाइनों की परिचालन लागत बढ़ जाती है। इसके अलावा, हाल के भू-राजनीतिक तनावों के कारण हवाई क्षेत्र पर प्रतिबंध लगे हैं। इससे एयरलाइनों को लंबे और महंगे रास्ते अपनाने पड़ रहे हैं। भारत में रखरखाव, मरम्मत और ओवरहाल (एमआरओ) के लिए मजबूत बुनियादी ढांचे का भी अभाव है। इसके कारण विदेशी सुविधाओं पर निर्भरता बढ़ गई है। हाल ही में एयर इंडिया की दुर्घटना और नई प्रौद्योगिकी वाले बेड़े को रोकें जाने से चिंताएं बढ़ गई हैं। इससे यात्रियों की भावनाओं और सुरक्षा संबंधी धारणाओं पर असर पड़ सकता है।