



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

23 JULY 2025

KIA to be only airport in India with CAT III on all runways

ASRA MAVAD
BENGALURU, DHNS

Bengaluru's Kempegowda International Airport (KIA) is set to become the only airport in the country with all its runways complying with CAT III, the highest version of the instrument landing system (ILS). This will allow planes to land safely even in extremely low visibility conditions, reassuring fliers amid recent troubles dogging the aviation sector.

Currently, only six airports, including Bengaluru, are CAT III enabled. While the south runway at KIA has been CAT III compliant since 2019, the north runway will only be CAT III optimal from next month.

Airports Authority of India (AAI) confirmed that the in-

stallation of the ILS and flight calibration and testing have been completed, and the ILS will be commissioned with effect from August 7 at the north runway. "We have obtained all necessary approvals from the Directorate General of Civil Aviation, the approving authority," K Anbarasu, general manager, AAI (Bengaluru), told *DH*.

So far, the north runway has been operating under CAT I, the most basic form of ILS. It requires a runway visibility range of 550 metres and above, and a decision height of at least 200 feet.

"The upgraded CAT III will no longer require the pilot to decide at 200 feet. Even in extreme low visibility, it will lead them to the runway for touchdown," said Anbarasu.

► **KIA, Page 6**

KIA to be only airport in India with CAT III on all runways

KIA, From Page 1

It provides accurate lateral and vertical guidance to pilots, ensuring a safe and aligned descent to the runway.

The key components of CAT III, ILS include a localiser, a glide path and distance measuring equipment. While the localiser transmits signals that help align the aircraft with the runway's centreline, the glider path ensures the aircraft descends at the correct angle, usually around 3°.

"It will be especially useful in foggy conditions, during January and December. However, the pilots have to first be trained to use the system. As the procedure is quite expensive, not many Indian airlines

end up training the pilots," he added. "This advanced system is a significant enhancement to our airport operations, allowing for improved accuracy and safety, especially during low visibility conditions," shared a BIAL spokesperson.

Delayed procedure

Despite the north runway getting all the necessary approvals for CAT III, ILS, it will continue to operate under CAT I for the foreseeable future, as the Bengaluru International Airport Ltd (BIAL) is yet to upgrade the necessary infrastructure to accommodate the ILS, said Anbarasu. "This includes a list of infrastructural amenities like the runway markings and lights, among other things. Till

this is completed, we will be operating under CAT I," he added. According to sources, BIAL plans to start the upgradation process soon.

The north runway of KIA was scheduled to be CAT III enabled in May.

"It is quite a lengthy process. After installation, we had to develop flight procedures, and these then had to be verified by a few airlines. Their observations are considered, and errors rectified. After all this, we get approvals from DGCA. Post this, we have to publish a report on the Aeronautical Information Publication, where it will be coded for the flight management system. This step alone requires 50 days," he explained.

City airport reported 77 bird hits in '24

Niyati Parikh
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Ahmedabad: Bird strikes continue to be a serious safety concern at Sardar Vallabhbhai Patel International (SVPI) airport.

According to the latest data tabled by the Union ministry of civil aviation in the Parliament, Ahmedabad ranked fourth among the top five airports in India for bird hit cases in 2024. According to Airports Authority of India (AAI) figures, 77 bird strike incidents were reported from the city airport in 2024. In the first half of 2025, 29 such cases were already recorded.

Only Delhi, Mumbai, and Bengaluru airports are ahead of SVPI airport in terms of wildlife hazard incidents in recent months. Delhi airport topped the national list with 130 cases in 2024, while Mumbai and Bengaluru reported 86 and 88 cases respectively. Ahmedabad's tally placed it ahead of larger airports such as Hyderabad (43), Kolkata (43), and Chennai (43) in 2024.

Sources said that mitigating bird activity around the aerodrome continues to be a challenge due to urban environmental factors such as open garbage disposal sites, water bodies, and construction activities that attract birds to areas near the flight approach paths.

The data comes days after a legal notice was served to the Airports Authority of India (AAI) by a former state govt official, seeking a crackdown and closure of some 25 meat and poultry shops in the area surrounding the city airport.

"The problem typically worsens during and after the monsoon season, but the trend remains steady year-round," said a source privy to airside operations.

The SVPI airport has a well-established wildlife hazard management programme, as part of which several

HOW AHMEDABAD AIRPORT IS TACKLING BIRD STRIKE RISKS

ADVANCED INSECT CONTROL: Farrow's and black light traps deployed to capture insects like winged termites and moths, cutting down bird food sources

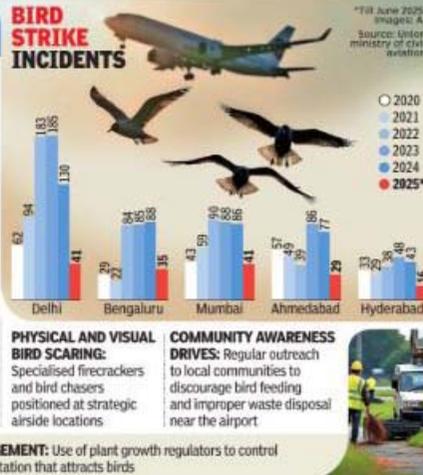
ANTI-PERCHING DEVICES: Installation of patented anti-perching systems on airport structures to prevent roosting, reducing infestation by over 95%

SCIENTIFIC WILDLIFE RELOCATION: Safe capture and relocation of problematic bird species under India's first structured programme

BIOACOUSTICS DETERRENCE: Customised sound-based systems deployed along runways and on airport vehicles to scare birds away

TARGETED VEGETATION MANAGEMENT: Use of plant growth regulators to control grass height and reduce insect infestation that attracts birds

BIRD STRIKE INCIDENTS



PHYSICAL AND VISUAL BIRD SCARING: Specialised firecrackers and bird chasers positioned at strategic airside locations

COMMUNITY AWARENESS DRIVES: Regular outreach to local communities to discourage bird feeding and improper waste disposal near the airport

Yet another bomb hoax at SVPI

The Sardar Vallabhbhai Patel International (SVPI) Airport here on Tuesday received a bomb threat targeting Terminal 1. The threat was later confirmed to be a hoax. According to sources, the Airports Authority of India (AAI) received the threat via email on Tuesday morning. "The message not only alleged the presence of an explosive device within the Terminal 1 building but also named certain individuals purportedly linked to the threat," a source said. "Security was significantly increased. Random checking of passengers and baggage was intensified, and surveillance measures were further strengthened across the premises," an airport official told TOI. After a thorough search, no suspicious items were found. While operations at Terminal 1 continued with caution, security agencies, including the Bomb Detection and Disposal Squad (BDDS) and local police conducted regular inspections throughout the facility. Meanwhile, police are examining the email trail to determine its origin and credibility. An SVPI Airport spokesperson said, "CISF's Bomb Detection and Disposal Squad conducted comprehensive checks in line with standard security protocols. After a thorough sweep of the premises, no suspicious object or activity was found. Airport operations have continued without disruption." On June 29, a similar hoax email was received, followed by another nine days later.

initiatives are being undertaken.

Measures to mitigate bird strike risks elevated significantly after the unfortunate AI171 crash that claimed the lives of some 260 people, including 241 passengers and crew mem-

bers, in addition to those on the ground. This is because of fresh concerns around passenger safety echoing across aviation regulator and airport corridors, said sources.

To address the issue, the city airport has deployed an

expanded team of bird chasers armed with bio-acoustic deterrent systems and specialised firecrackers.

Additionally, Farrow's Light Traps have been installed to reduce insect populations that attract insectivorous birds like rosy starlings, mynas, swifts, and swallows. Grass cutting is undertaken at night by the city airport operator. Anti-perching devices are kept at Kotar pur waterworks to prevent pigeon roosting.

Despite these measures, the incident count remained high in 2024, suggesting the need for sustained and coordinated action.

"Alongside airside mitigation, we are engaging local municipal authorities to manage external bird-attracting activities around the airport perimeter. A particular issue that needs urgent attention from the civic authority is the pigeon fights and pigeon racing activity carried out by locals in the Sardarnagar and Kubernagar areas, which are adjacent to the airport perimeter wall. This poses a serious risk to air safety, and thus, we look forward to urgent intervention by the civic authorities," an SVPI airport source said.

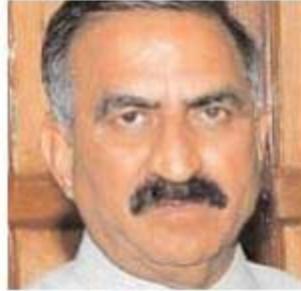
मुख्यमंत्री सुक्खू ने केंद्र से हिमाचल की हवाई सेवाओं के लिए विशेष सहयोग का किया आग्रह

शिमला, 23 जुलाई (देशबन्धु)। मुख्यमंत्री ठाकुर सुखविंद सिंह सुक्खू ने केंद्र सरकार से हिमाचल प्रदेश की हवाई सेवाओं को सुदृढ़ करने के लिए विशेष सहयोग का आग्रह किया है। मुख्यमंत्री ने केन्द्रीय मंत्री किंजरापु राममोहन नायडू को पत्र लिखकर कांगड़ा हवाई अड्डे के विस्तार, हवाई सेवा संचालन तथा नई हेलीपोर्ट परियोजनाओं पर शीघ्र कार्रवाई की मांग की है।

मुख्यमंत्री ने बताया कि कांगड़ा हवाई अड्डे के प्रस्तावित विस्तार के लिए राज्य सरकार ने लगभग 150 हेक्टेयर भूमि अधिग्रहण की प्रक्रिया आरंभ कर दी है। इस परियोजना के लिए 1900 करोड़ रुपये से अधिक की राशि प्रस्तावित की गई है। जिसमें से अब तक 410 करोड़ रुपये वितरित किए जा चुके हैं। उन्होंने केंद्र से इस परियोजना के लिए वित्त मंत्रालय और प्रधानमंत्री कार्यालय को विशेष आर्थिक सहायता की अनुरोध करने का आग्रह किया।

मुख्यमंत्री ने बताया कि टेक्नो-इकोनॉमिक फिजिबिलिटी रिपोर्ट जो मैसर्स वैपकोर्स लिमिटेड द्वारा तैयार की गई है, उसमें लागत का अनुमान अधिक आंका गया है। इसकी पुनर्समीक्षा भारतीय विमानपत्तन प्राधिकरण द्वारा की जानी चाहिए।

मुख्यमंत्री सुक्खू ने सुझाव दिया कि कांगड़ा एयरपोर्ट के विस्तार के लिए भारतीय विमान पत्तन प्राधिकरण, राज्य सरकार और निजी क्षेत्र के बीच त्रिपक्षीय समझौते की



संभावना पर भी विचार किया जाना चाहिए। उन्होंने कहा कि वर्तमान में यह हवाई अड्डा विजुअल फ्लाइट

कांगड़ा हवाई अड्डे के विस्तार के लिए सरकार ने लगभग 150 हेक्टेयर भूमि अधिग्रहण की प्रक्रिया आरंभ कर दी है :
ठाकुर सुखविंद सिंह सुक्खू

रूल्स के अंतर्गत कार्य करता है। जिसमें न्यूनतम दृश्यता 5 किमी होना आवश्यक है। मुख्यमंत्री ने दृश्यता मानक को घटाकर 2.5 किमी करने का प्रस्ताव रखा ताकि कम दृश्यता में भी उड़ानें संचालित की जा सकें।



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FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

Bomb threat at Ahmedabad airport and 2 schools in Surat



FPJ News Service

AHMEDABAD/SURAT

A wave of fear and chaos gripped Gujarat on Tuesday morning as Ahmedabad airport and 159 schools across India, including Surat, received terror-filled bomb threats via email, leading to the deployment of bomb squads, evacuations, and high security alerts.

The Ahmedabad Airport Authority was the first to raise an alarm after receiving an anonymous email threatening a bomb explosion on the airport premises. Authorities immediately declared a high alert and

launched an extensive search operation.

Security forces, including the Ahmedabad Police, CISF and the Bomb Disposal Squad (BDS) swept through the terminal building, parking lot, cargo section and all sensitive areas of the airport. "We are treating the threat with utmost seriousness. Passenger safety remains our top priority," said an airport security official.

After hours of combing operations, no suspicious object was found, bringing temporary relief — but not without raising serious questions about vulnerabilities in India's security ecosystem.



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FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

AHMEDABAD

Self baggage drop at airport

Just like domestic travellers, international travellers flying out of Ahmedabad can now also enjoy a faster baggage check-in experience, as the self baggage drop facility has become operational at Terminal 2 (T2) of Sardar Vallabhbhai Patel International (SVPI) Airport. Emirates is the first airline to offer this service to its passengers under the initiative rolled out by the airport operator, with other airlines expected to join in the coming months.



Corporate Communications Directorate

MINT

DELHI

24 JULY 2025

High court clears the way for Mumbai airport to drop Celebi

Priyanka Gawande

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MUMBAI

The Bombay High Court on Wednesday vacated an interim stay that prevented Mumbai International Airport Ltd (MIAL) from terminating the services of Turkish ground-handling firm Celebi Aviation.

The Turkish firm operates in India through Celebi Nas Airport Services India. A detailed order is awaited in the matter. "The ad interim protection is vacated," said a bench led by Justice Somasekhar Sundaresan in his oral order. "Now that the Delhi HC has repealed the writ petition (by Celebi)... continuation of protection will not be in aid of arbitral proceedings," he added.

The high court had rejected Celebi's plea against the Centre's actions following Operation Sindoor.

While Celebi can move the apex court, the bidding process



Bombay high court vacated an interim stay on MIAL.

for ground handling at Mumbai airport is underway. Earlier, MIAL terminated Celebi's contracts, citing security concerns related to the revocation of Celebi's security clearance by the Bureau of Civil Aviation Security. MIAL placed Celebi's staff and equipment under the control of Indo Thai Airport Management Services Pvt. Ltd, which is now providing ground handling and bridge mounting services at the Mumbai airport. In May, Celebi filed petitions

in the Bombay high court challenging both the contract termination and the security clearance revocation. Following which, it received an interim relief from the Bombay High Court.

On 26 June, in an interim order, the Bombay high court restrained MIAL from making a final decision pertaining to tenders received for replacing Celebi. The Bombay high court today clarified that the interim relief was initially granted only due to the pendency of Celebi's case before the Delhi HC.

The dispute between the Centre and Celebi arose after the Bureau of Civil Aviation Security (BCAS) revoked Celebi's licence, citing national security concerns. The government's move came shortly after Turkey publicly supported Pakistan and criticized India's military strikes on terror camps, amid escalating cross-border tensions.

For an extended version of the story go to livemint.com



Corporate Communications Directorate

MINT

DELHI

24 JULY 2025

GMR Airports eyes ₹5,000 cr bond sale to boost funding

GMR Airports Ltd is considering a ₹5,000 crore local-currency bond sale, according to people familiar with the matter, in what could be a record rupee issuance for India's second-largest private airport operator.

The New Delhi-based company is considering to raise the funds through a note due in 18-months to three years and will use the proceeds to refinance existing debt, one of the people said, asking not to be identified as the details are private. The firm may aim to price the securities at about 10.5%, the person said. A representative for GMR Airports didn't respond to an email seeking comments.

The company is planning to tap the market as a cumulative 100-basis-point reduction by the central bank this year brings down borrowing costs. The fundraising underscores growth prospects for India's aviation sector and comes at a time when GMR is looking to expand its footprint in the country.

BLOOMBERG



Corporate Communications Directorate

THE PIONEER

LUCKNOW

23 JULY 2025

Parliamentary panel backs RRTS link between IGI and Jewar airport

PIONEER NEWS SERVICE
■ New Delhi

A parliamentary panel has recommended that the Union Housing and Urban Affairs Ministry connect the Indira Gandhi International Airport and the under-construction Jewar airport through the Regional Rapid Transit System (RRTS) corridors.

The Standing Committee on Housing and Urban Affairs, chaired by Magunta Sreenivasulu Reddy, appreciated the efforts of the National Capital Region Transport Corporation (NCRTC) for ensuring multimodal integration of RRTS with other transport modes such as metro rail, railways, inter-state bus terminals (ISBTs), bus depots and expressways.

In its report, the committee emphasised that Jewar Airport is expected to become a key

The committee recommended that both airports to be connected with the RRTS network to boost regional connectivity

transport hub for residents of Ghaziabad, Gautam Budh Nagar, and nearby areas in the future. The growth of dense residential areas, employment opportunities, entertainment zones, educational institutions, and healthcare facilities along the Ghaziabad-Noida-Greater Noida corridor makes it even more crucial to connect these areas through a fast, safe, reliable, and efficient transport system like RRTS.

“The integration of RRTS will not only improve connectivity but will also enhance the ridership and financial viability of the Delhi-Meerut Corridor. It will

provide much-needed connectivity to Jewar Airport, a vital node in the region’s transportation network,” the committee said.

The panel also noted that two major transport nodes in Delhi-NCR — Indira Gandhi International Airport and Jewar Airport — are yet to be integrated with the RRTS network.

Regarding the IGIA-RRTS integration, the committee acknowledged that earlier it had been informed the linkage would be implemented via the Delhi-SNB corridor. “However, the DPR (Detailed Project Report) for this corridor is currently being revisited by NCRTC,” it said.

The committee, therefore, recommended that both airports be connected to the RRTS network to boost regional connectivity and streamline passenger movement.



Corporate Communications Directorate

PUNJAB KESARI

DELHI

24 JULY 2025

कांगड़ा हवाई अड्डे के विस्तार के लिए सुखरू ने मांगी सहायता

शिमला, (विक्रान्त सूद): मुख्यमंत्री टाकुर सुखविंद्र सिंह सुखरू ने केन्द्रीय नागरिक उड्डयन मंत्री किंजरापु राममोहन नायडू से हिमाचल प्रदेश में हवाई सेवा से संबंधित विभिन्न मामलों पर शीघ्रता से कार्य करने का आग्रह किया है। हाल ही में मुख्यमंत्री ने नई दिल्ली प्रवास के दौरान केन्द्रीय मंत्री से विभिन्न मामलों पर चर्चा की थी।

पत्र के माध्यम से मुख्यमंत्री ने केन्द्रीय मंत्री को अवगत करवाया है कि कांगड़ा हवाई अड्डे के प्रस्तावित विस्तार के लिए राज्य

सरकार लगभग 150 हैक्टर भूमि अधिग्रहित करेगी और सरकार ने इसके लिए प्रक्रिया शुरू कर दी है। इसके तहत 1900 करोड़ रुपये से

अधिक की धनराशि का प्रावधान किया गया है तथा 410 करोड़ रुपये वितरित किए जा चुके हैं। उन्होंने कहा कि एक वर्ष की वैधानिक अवधि इस वर्ष अगस्त में समाप्त हो रही है। उन्होंने नागरिक

उड्डयन मंत्रालय को इस परियोजना को विशेष आर्थिक सहायता के लिए वित्त मंत्रालय और प्रधानमंत्री कार्यालय को अनुशंसित करने का अनुरोध किया है।





Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

23 JULY 2025

Auxiliary power unit of AI Airbus catches fire at Delhi airport

Saurabh.Sinha@timesofindia.com

New Delhi: The auxiliary power unit (APU) of an Air India Airbus A321 (TV-TVG), located in the tail section, caught fire at Delhi's Indira Gandhi International Airport when passengers were disembarking after its arrival from Hong Kong on Tuesday. The aircraft, which had around 170 people on board, was damaged, but the passengers and crew were unhurt.

The airline reported the incident to regulator Directorate General of Civil Aviation. Sources say this could be a maintenance issue. An AI spokesperson said, "Flight AI 315, operating from Hong Kong to Delhi on July 22, 2025, experienced an APU fire shortly after it landed and parked at the gate. The incident occurred while passengers began disembarking, and the APU was automatically shut down as per system design. There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations, and the regulator has been duly notified."

There have been instances of APU failure or fire both on the ground and in flight globally. In June 2016, the cabin of a fully loaded Airbus A330 of a foreign airline on the ground at London's Heathrow Airport was engulfed with smoke, and an emergency evacuation was initiated. Investigation found that the smoke was caused when an APU seal failed and hot oil entered the bleed air supply.



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AHMEDABAD

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Indian airports see three bird strikes a day: DGCA

Four Jetliners Had To Make Emergency Landings In June



Sunny.Baski@timesofindia.com

Indian airports are recording at least three bird strikes daily, the Directorate General of Civil Aviation (DGCA) has revealed in a reply to a Right to Information (RTI) request.

As per the RTI reply, the confirmed bird strikes reported to the DGCA during 2024 stood at 1,278. When comparing this with data from the civil aviation ministry for preceding years, such incidents witnessed a twofold increase over the past six years. In 2019, the annual bird hit count was 528.

The situation has become particularly concerning in recent times, with four aircraft being forced to make an emergency landing in the last month. On July 9, a Delhi-bound flight carrying 169 passengers encountered a bird strike immediately after taking off from Patna airport and returned to its origin.

The MoCA data shows that among all cities, Delhi recorded the highest number of bird strikes during 2020-23, with 512 incidents. Mumbai followed with 260 incidents, Ahmedabad with 226, and Bengaluru with 214 bird strikes. Hyderabad registered 143 bird strikes during the same period.

Aviation experts say that aircraft encounters with birds predominantly happen when planes are closest to the ground, specifically during take-off, ear-

ly ascent, and landing. These incidents are frequent at lower altitudes where birds are typically found in greater numbers. The likelihood of such collisions is influenced by various factors, including the natural behaviour of birds, surrounding habitats, and seasonal migration routes, experts said.

"When birds collide with aircraft engines, it necessitates switching to an alternate engine and executing an emergency landing. Similarly bird strikes on the windshield require immediate action. Certain types of damage, particularly to components like wings, become apparent only after the aircraft lands. These collisions typically happen at lower altitudes, around 2,000 feet, although bird strikes can occur even when aircraft are flying at 10,000 feet," said Capt CS Randhawa, president, Federation of Indian Pilots, told TOI.

According to GMR Hyderabad International Airport Ltd (GHIAL), robust and technology-driven bird control strategies, including high-frequency acoustic devices, have been deployed near the runways



VULTURES GIVE WAY TO BLACK KITES

According to 'Wildlife Collisions to Aircraft in India - A Comparative Analysis of Hazardous Species Involved in Different Time Periods', the number of species involved in bird hits has almost doubled. Serious strikes due to vultures are negligible, with black kites now accounting for most of the hits.

In the recent past, black kites are the cause of the highest damage and also have the highest probability of causing damage (61.17%) when struck. The number of damage-causing incidents involving various critical species for the period from 2005 to 2018 includes bats, lapwings, swifts, rock pigeons, tarks, thick-knees, sparrows, swallows, doves, cattle egrets, and Indian rollers, the study added.





Corporate Communications Directorate

THE ASIAN AGE

DELHI

23 JULY 2025

AI plane's power unit catches fire at IGI; fliers & crew safe

New Delhi, July 22: An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe. "Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said in a statement.

The spokesperson said there was some damage

▶ **INCIDENT OCCURRED** while passengers had begun disembarking, and APU was automatically shut down as per system design

to the aircraft, while passengers and crew members disembarked normally and are safe.

"The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

The flight, operated with an A321 aircraft, landed at 12:12 pm at the Delhi airport, as per information available on flight tracking website Flightradar24.com.

— PTI



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

23 JULY 2025

Air India inspects Boeing fleet's fuel switch, no issues found

MUMBAI, July 22: Private carrier Air India on Tuesday said it has completed "precautionary" inspection of the locking mechanism of the fuel control switch (FCS) on its Boeing 787 and 737 aircraft fleet and no issues were found.

Aviation safety regulator DGCA last week directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before

the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en-

route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passen-

gers onboard and another 19 on the ground.

"In the inspections, no issues were found with the said locking mechanism," the Tata Group airline said in a statement.

Fuel control switches regulate the flow of fuel into the aircraft engines.

In its preliminary report on the Boeing 787-8 crash, 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 takeoff.

(Contd from page 1)

Boeing 787s are part of Air India's fleet, while B737s are operated by its low-cost subsidiary Air India Express. Besides these, other domestic carriers – IndiGo, Spicejet and Akasa – also have these types of aircraft in their operations.

With this, the two airlines – AI and AIX – have complied with the directives of the DGCA issued on July 14, Air India said in the statement. Air India said it start-

ed voluntary inspections on July 12 and completed them within the prescribed time limit set by the DGCA.

There are more than 150 Boeing 737s and 787s being operated by Indian airlines. Of these, IndiGo has seven B737 Max 8 and one B787-9. All these are leased planes – either on wet or damp lease – and therefore, they are not registered in India.

The Federal Aviation Administration (FAA), in 2018, flagged the potential disen-

agement of the fuel control switch locking feature on certain models of Boeing aircraft, including 787s and 737s.

It was mentioned in a Special Airworthiness Information Bulletin (SAIB), but there was no airworthiness directive, indicating that the issue was not a safety concern.

"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 AAIB prelimi-

nary report said.

AAIB, which mentioned FAA's SAIB in the report, did not suggest any recommended action.

Air India has a total of 33 wide-body Boeing 787s, while Air India Express has around 75 narrow-body 737s.

Akasa Air and SpiceJet operate Boeing 737s. IndiGo also operates Boeing 787 and 737s, but they are leased from foreign airlines, which means they won't be subject to the DGCA directive. – PTI

» SEE PAGE 2



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

23 JULY 2025

Auxiliary power unit of AI plane catches fire

NEW DELHI, July 22: An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe. "Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said.

» SEE PAGE 2

Auxiliary ...

(Contd from page 1)

The spokesperson said there was some damage to the aircraft, while passengers and crew members disembarked normally and are safe. "The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

The flight, operated with an A321 aircraft, landed at 12:12 pm at the Delhi airport, as per information available on flight tracking website Flightradar24.com. - PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

24 JULY 2025

इंडिगो के विमान में आग पायलट ने की मेडे कॉल

अहमदाबाद से दीव के लिए उड़ान भरने वाला था विमान

अहमदाबाद। दीव जा रहे इंडिगो के विमान में बुधवार को उड़ान भरने से ठीक पहले इंजन में आग लग गई। विमान में सवार सभी 60 यात्री सुरक्षित हैं।

हादसा सुबह करीब सवा 11 बजे हुआ। विमान रनवे पर टेकऑफ की तैयारी कर रहा था, पायलट ने एयर ट्राफिक कंट्रोल (एटीसी) को इमरजेंसी मेडे कॉल भेजा और उड़ान को रोक दिया गया। तुरंत यात्रियों को बाहर निकाला गया। घटना की जांच जारी है।

इंडिगो के प्रवक्ता ने बताया कि अहमदाबाद से दीव जाने वाली फ्लाइट 6ई-7966 तकनीकी खराबी के चलते उड़ान भरने से ठीक पहले रोक दी गई। पायलटों ने अफसरों को सूचित किया और विमान वापस ले जाया गया। मेडे कॉल आमतौर पर रेडियो के जरिये एटीसी या आस्पस के अन्य विमानों को भेजा जाता है। इस सिग्नल का उपयोग तत्काल मदद एवं



एक दिन पहले ही एअर इंडिया के विमान में लगी थी आग : दिल्ली एयरपोर्ट पर मंगलवार को हांगकांग से आई एअर इंडिया फ्लाइट-315 में लैंडिंग के तुरंत बाद ऑक्सिलरी पावर यूनिट (एपीयू) में आग लग गई थी। एपीयू विमान में सबसे पीछे होती है। इसी दिन दिल्ली से कोलकाता जाने वाली एअर इंडिया की फ्लाइट एआई-2403 में तकनीकी खराबी आ गई थी। जिसके चलते विमान को रोक दिया गया। विमान में 160 यात्री थे।

प्राथमिकता के लिए किया जाता है, ताकि इमरजेंसी से निपटा जा सके और समय पर मदद मिल सके। एजेंसी



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24 JULY 2025

भारत ने अहमदाबाद विमान हादसे में दो ब्रिटिश नागरिकों के गलत शव मिलने के दावे किए खारिज

नई दिल्ली। विदेश मंत्रालय ने अहमदाबाद विमान हादसे में मरने वाले दो ब्रिटिश नागरिकों के परिवारों को गलत शव सौंपने वाले ब्रिटिश मीडिया के दावों को खारिज कर दिया। विदेश मंत्रालय ने ब्रिटिश मीडिया के उस दावे को खारिज कर दिया कि अहमदाबाद विमान हादसे में मरने वाले दो ब्रिटिश नागरिकों के परिवारों को गलत शव सौंपे गए।

मंत्रालय ने कहा कि सभी शवों को बहुत ही पेशेवर तरीके से उनके परिजनों को सौंपा गया था और उनकी गरिमा का पूरा ध्यान रखा गया। लंदन जाने वाला एअर इंडिया का विमान 12 जून को अहमदाबाद

विदेश मंत्रालय ने कहा, प्रोटोकॉल के अनुसार की थी मृतकों की पहचान

हवाई अड्डे से उड़ान भरने के कुछ ही सेकंड के भीतर दुर्घटनाग्रस्त हो गया था। इस हादसे में चालक दल समेत विमान में सवार 242 में से 241 लोगों की मौत हो गई थी। हादसे में 53 ब्रिटिश नागरिक मारे गए थे। विदेश मंत्रालय के प्रवक्ता रणधीर जायसवाल ने कहा, हमने डेली मेल खबर देखी है। जब से ये चिंताएं एवं मुद्दे हमारे संज्ञान में आए गए हैं, हम ब्रिटेन के साथ मिलकर काम कर रहे हैं। इस दुर्घटना के बाद संबंधित

अधिकारियों ने स्थापित प्रोटोकॉल के अनुसार मृतकों की पहचान की थी। हम इस मुद्दे से जुड़ी किसी भी चिंता का समाधान करने के लिए ब्रिटिश अधिकारियों के साथ मिलकर काम कर रहे हैं। ब्रिटिश समाचार पत्र ने दो परिवारों के हवाले से अपनी खबर में दावा किया कि दुर्घटना में मारे गए ब्रिटिश नागरिकों के शव सौंपने में भयानक रूप से गड़बड़ी की गई। इसमें आरोप लगाया गया कि शोकसंतप्त परिवारों को फिर से गहरा दुख झेलना पड़ रहा है, क्योंकि उनके प्रियजनों के अवशेषों को घर भेजने से पहले उनकी गलत पहचान की गई। एजेसी



Corporate Communications Directorate

AMAR UJALA

DELHI

24 JULY 2025

दोहा जा रहा एअर इंडिया का विमान बीच रास्ते से लौटा



मल्लपुरम। कालीकट से दोहा जा रहा एअर इंडिया एक्सप्रेस का एक विमान बुधवार को तकनीकी खराबी के कारण उड़ान भरने के दो घंटे बाद लौट आया। विमान में 188 लोग सवार थे। हवाईअड्डे के एक अधिकारी ने स्पष्ट किया कि यह वापसी कोई आपतकालीन लैंडिंग नहीं थी बल्कि विमान के केबिन एरिया में तकनीकी खराबी के कारण सुरक्षा उपाय के तौर पर की गई थी। एजेंसी



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DELHI

24 JULY 2025

पाकिस्तानी विमानों के लिए भारत का हवाई क्षेत्र 24 अगस्त तक बंद पहलगाम हमले के बाद लगी थी हवाई क्षेत्र पर रोक

अमर उजाला ब्यूरो

नई दिल्ली। भारत ने अपने हवाई क्षेत्र में पाकिस्तानी विमानों के प्रवेश पर लगी रोक को एक और महीने के लिए बढ़ाकर 24 अगस्त तक कर दिया है। इस दौरान कोई भी पाकिस्तानी विमान भारतीय हवाई सीमा में प्रवेश नहीं कर सकेगा। इस बीच, पाकिस्तान ने भी भारतीय विमानों के अपने हवाई क्षेत्र में प्रवेश पर रोक 24 अगस्त तक बढ़ा दी है।

भारत ने 22 अप्रैल को जम्मू-कश्मीर के पहलगाम में हुए आतंकी हमले के बाद भारत ने पाकिस्तानी विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। पहलगाम में आतंकीयों ने 26 पर्यटकों की हत्या कर दी थी। इस घटना के बाद भारत ने 30 अप्रैल से पाकिस्तानी



एयरलाइंस और ऑपरेटरों की ओर से संचालित, स्वामित्व वाले या पट्टे पर लिए गए विमानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। इनमें पाकिस्तान की सैन्य उड़ानें भी शामिल हैं।

नागरिक उड़्डयन मंत्री मुरलीधर मोहोले ने बताया कि पाकिस्तानी विमानों को भारतीय वायु क्षेत्र में प्रवेश करने से रोकने वाले नोटिस टु एयरमेन (नोटम) को आधिकारिक तौर पर 24 अगस्त तक बढ़ा दिया गया है। भारतीय हवाई क्षेत्र पर रोक सुरक्षा प्रोटोकॉल के अनुरूप है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

22 JULY 2025

Air India crash exposes 'legal black box' in aviation

India needs a dedicated aviation liability law embedding both civil and criminal accountability mechanisms

Poonam Verma Sengupta

The Air India Flight AI 171 crash in Ahmedabad on June 12, 2025, was tragic. The unfortunate event not only plunged the nation in widespread grief but also highlighted the systemic legal and institutional vulnerabilities of the country's aviation framework. With air travel central to underpinning mobility and commerce, India's aviation law covering investigation, compensation and accountability urgently need reform for effective enforcement. We examine the legal regime around aviation safety in India, identify structural improvement opportunities and suggest a more nuanced, responsive legal framework.

The Aircraft Accident Investigation Bureau (AAIB), under the Accident Investigation Rules, 2017, conducts crash investigations independently from DGCA (Directorate General of Civil Aviation). AAIB's mandate is, however, limited to identifying causes rather than assigning blame/liability. Though aligned with Annex 13 of Chicago Convention, this limited mandate creates a gap between technical findings and legal accountability, often leaving victims' families without closure.

On the compensation front, international passengers can receive up to 128,821 SDR (₹1.5 crore) under the Montreal Convention (via Carriage by Air Act, 1972) without proof of fault, whereas a 2014 MoCA (Ministry of Civil Aviation) notification caps domestic

passengers' entitlement to just ₹20 lakh, a limit that appears increasingly at odds with economic realities. This legal asymmetry between domestic and international regime is a matter of concern from the perspective of both legal consistency and constitutional values.

The recourse under the Indian aviation law, therefore, seems to be insufficient compelling consumers to turn to ordinary legal channels. For instance, post the 2010 Mangalore crash, the courts relied on alternative legal routes under the Consumer Protection Act to award higher compensation, such as in *Triveni Kodkany v. Air India Ltd.* (2021). This limitation coupled with AAIB's limited powers, leaves victims in a prolonged legal limbo.

STRUCTURAL ISSUES

Resource limitations further underscore these structural issues. In March 2025, Parliamentary Committee reported that AAIB's ₹20 crore budget for the fiscal year falls short of supporting the technical sophistication required for modern crash analysis. Sourcing of the 'Golden Chassis' [identical EAFR (Enhanced Airborne Flight Recorders) unit] and Download Cables from NTSB (National Transportation Safety Board), US, as revealed in AAIB's preliminary investigation report dated July 12, 2025, highlights the infrastructural constraints for the top investigative body.

In addition, India lacks a dedicated legal framework for criminal negligence



LEGAL RECOURSE. Insufficient under Indian aviation law

in aviation. The generic provisions of the Aircraft Act, 1934 offer limited scope — AAIB findings are inadmissible in court and procedural hurdles like missing prosecution sanction, stall accountability. In contrast, other jurisdictions explicitly criminalise negligent conduct that endangers aviation. India needs a dedicated aviation liability law embedding both civil and criminal accountability mechanisms.

Turning back to the AI 171 incident, AAIB's preliminary investigation report suggests that the engine fuel switches unexpectedly moving from 'Run' to 'Cutoff' with Engine 2 failing to recover and sustain speed, may have led to the crash. The report refers to US's Federal Aviation Administration's (FAA's) SAIB No. NM-18-33, dated December 17, 2018, which had recommended engagement of the fuel control switch locking feature in various Boeing models including 787-8s.

AAIB's report however highlights that Air India did not carry out the suggested inspections as the safety bulletin was advisory and not mandatory. Though no defect pertaining to the fuel control switch has been reported by Air India since 2023, the question that remains is: how can accountability be assessed in the absence of a dedicated legal framework in this domain?

To address these ongoing challenges, India may consider the following suggestive legal reforms:

Amend the Investigation Rules, 2017 to enable AAIB findings to form the basis for civil or criminal proceedings where warranted.

Harmonise compensation standards across domestic and international flights to uphold fairness and parity.

Create a dedicated aviation liability forum/tribunal to streamline dispute resolution and ensure accountability.

Allocate adequate funding/resources to aviation safety bodies in line with their critical and expanding mandate.

In conclusion, the AI 171 crash is not an isolated tragedy, but is a crucial test case for India's aviation legal apparatus. An effective regulatory regime is one that supports timely justice and works proactively to prevent future mishaps, rather than placing the burden on victims and families to navigate complex processes. For a country on the brink of becoming a global aviation hub, reform cannot be optional. It must be structural, legal and thoughtfully paced.

The writer is Partner, JSA Advocates and Solicitors



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 JULY 2025

Akasa Air to boost capacity by 30% in FY26, eyes global push

Our Bureau
Mumbai

Akasa Air is charting an aggressive growth course for FY26, ramping up capacity on both domestic and international routes as it positions itself as a credible national alternative to IndiGo and Air India.

With aircraft deliveries picking up and global travel demand rising, the airline plans to expand capacity by 30 per cent this fiscal, with up to a quarter of it deployed on international sectors.

Akasa Air's capacity will increase 30 per cent in FY26 over the last fiscal with a pick-up in aircraft deliveries. "We have 775 pilots now and all of them will start flying by the end of the fiscal year," Chief Financial Officer Ankur Goel said on Tuesday. Akasa is aiming to have 226 planes by 2032 from the 30 now.

Akasa Air began operations in 2022 and operates 30 Boeing 737 Max aircraft to 23 domestic and 5 international destinations. These include Abu Dhabi, Doha, Jeddah, Kuwait and Riyadh.

FOCUS ON S-E ASIA

Akasa Air's overseas push



EXPANSION PLAN. The airline is likely to focus on S-E Asia

comes amid a rise in international air travel. Overall industry wide capacity to/from India is 5 per cent higher in July year-on-year with significant addition in flights to Abu Dhabi, Thailand and Vietnam. While Goel did not specify routes, the airline is likely to focus on South-East Asia for expansion.

International routes will also help the airline improve aircraft utilisation and better its revenue. In FY25, Akasa Air saw a 49 per cent increase in revenue as it expanded capacity. This year's performance is even better with an increase in revenue and a reduction in unit cost in the first quarter, he said.

Akasa Air did not share actual figures. A media report had earlier said Akasa Air's net loss widened 18 per cent to ₹1,983 crore in FY25 due to higher costs.

While it is common for companies to incur losses

during the start-up phase, Akasa Air will register operating profit soon, Goel said.

The airline's unit revenue rose 13 per cent and its unit cost (excluding fuel) declined 7 per cent in FY25 as the airline scaled up its operations and derived benefits from better slots, improved sales and distribution, and brand awareness.

FUNDRAISE PLAN

In February, Akasa announced the signing of agreements with the investment offices of Azim Premji and Ranjan Pai and funds managed by 360ONE Asset to raise around ₹1,000 crore.

While the Competition Commission of India has cleared the stake sale, Akasa Air is still to receive approval from the government. Goel said there are no roadblocks to fund raise but did not give a deadline for completion.



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 JULY 2025

Opening soon: Terminal trials begin at Noida International Airport

Rohit Vaid
New Delhi

Moving a step closer to operationalisation, the Noida International Airport has initiated 'terminal trials', a critical phase that signals the start of final preparations before it becomes fully functional, industry sources told *businessline*.

According to sources, the full-fledged 'terminal trials' focus on testing passenger processes, systems integration and coordination among various airport partners.

Notably, the programme, known as the 'Operational



TERMINAL BUZZ. The airport is expected to handle around 5 million passengers in its maiden year of commercial operations

Readiness Activation & Transition' (ORAT), will continue until the commissioning, ensuring that all components of the airport ecosystem are "thoroughly

tested and ready for real-time operations".

When contacted, authorities at NIA confirmed the development.

As per NIA officials, the

scope of ORAT at the green-field airport is "comprehensive" and structured phase-wise.

An official said that ORAT spans preparedness of infrastructure, operational systems and personnel, including stakeholders such as airlines, ground handling agencies, commercial concessionaires and other key service providers.

Besides infrastructure readiness, the programme also aims to foster seamless coordination across all airport functions.

"The phase-wise ORAT process began early in the project lifecycle with the formulation of operational con-

cepts, manuals and procedures," an NIA official told *businessline*.

AIRSIDE OPERATIONS

In May 2025, sources told *businessline* that India's civil aviation safety watchdog had commenced the inspection of NIA for granting the regulatory clearance required to start commercial flight operations.

Initially, only domestic operations might start, followed by international flights.

At present, the Air Control Tower (ATC) has become operational.

The Noida International Airport is expected to handle

around 5 million passengers in its maiden year of commercial operations.

In its first phase of development, the airport, with one runway and one terminal, will have a capacity to handle 12 million passengers annually.

After the completion of the fourth phase, the airport will have the capacity to manage 70 million passengers per year.

The airport missed its completion deadline two times, once scheduled at the end of 2024 and the other in April 2025, due to sourcing constraints of materials like structural steel and roofing work.



Corporate Communications Directorate

BUSINESS LINE

DELHI

23 JULY 2025

Air India seeks loan for purchasing aircraft



Air India is seeking a bank loan of about \$200 million to purchase a fleet of Boeing 777 planes from a US-based aircraft leasing company, according to sources. AI Fleet Services IFSC Ltd, a GIFT City-registered subsidiary of Air India, is the borrower of the loan, they said. The group, which operates two airline brands, purchases and leases aircraft via this entity.

BY COMBIB

Auxiliary power unit of AI aircraft catches fire

New Delhi: An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe. "Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit fire shortly after it had landed and parked at the gate," an airline spokesperson said in a statement. PII



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

23 JULY 2025

Dealing with an air crash

Institutional reform is the order of the day, instead of worrying about how information leaked

ILLUSTRATION: AJAYA MOHANTY



Even as the country reels from the loss of 260 lives in the tragic crash of Air India's flight from Ahmedabad to London on June 12, there is a growing sense of unease over the way the investigation into the accident has been conducted. A quick assessment of recent developments would suggest that such unease and concern have been caused by the authorities' failure to anticipate the huge consequences and ramifications of this accident and take necessary steps in advance to ensure a competent handling of its investigation and management of the external environment.

Make no mistake about the enormity of the accident that took place within half a minute of Air India 171 taking off from Ahmedabad and crashing into a hostel that housed medical students. This enormity arose not just because of the number of casualties. There were many other factors that perhaps were ignored by the authorities.

Firstly, this was the world's first major air crash involving a Boeing Dreamliner. Naturally, global attention was focused on the investigation into this accident and its findings. Interest in this investigation was high also because this accident involving a Boeing aircraft came after a few other accidents and malfunctioning reports involving Boeing planes, although of different types. Boeing was interested in the investigation report, perhaps more than anyone else, as passengers' perception and airlines' choice of its aircraft would have been influenced by the kind of responsibilities that the findings would have fixed on it.

Secondly, this was the first time the Aircraft Accident Investigation Bureau (AAIB), a department under the Union ministry of civil aviation, conducted the investigation of a major air crash within India's shores. Earlier, the cockpit voice record and the flight data record would be sent abroad for retrieval and for eventually arriving at a conclusion. The AAIB had recently acquired domestic capacity

to retrieve such records, which was an achievement. Yet, it should have recognised the need for exercising greater vigilance, at least for two reasons. This investigation was its first such exercise and, therefore, would have come under closer scrutiny by global stakeholders in the aviation sector. Equally important, even a remote suggestion that absolved either the aircraft manufacturer or the airline operating it, or the pilots commanding that ill-fated flight would have been inherently controversial.

Thirdly, the crash of Air India 171 was the first such accident that took place after the airline was privatised in January 2022. Since the Tatas took over



RAISINA HILL
A K BHATTACHARYA

Air India, its services have been under watch. There were many incidents involving passenger misbehaviour during flights, which could have been handled more maturely and carefully. There were also reports of aircraft-related incidents, which raised questions about how well the planes had been maintained from a safety point of view. Even though Air India was no longer a state-owned enterprise, the responsibility of the civil aviation ministry was no less than before the ownership change.

Finally, the accident took place in Ahmedabad, the capital city of Gujarat. The death of so many people in an aircraft crash in any part of the country would be mourned as a national tragedy. But Gujarat is also the state whose leading politicians are at the helm of the Union government in New Delhi. Indeed, one of the casualties of this accident was a former chief minister of Gujarat, Vijay Rupani. Home Minister Amit Shah visited Ahmedabad the same day of the crash and Prime Minister Narendra Modi was in the city the following day. Beyond the tragic loss of so many lives in the aircraft and on the ground, the political sensitivity of this accident could hardly be underestimated.

Yet, the manner in which the AAIB has handled the investigation would seem to suggest that it was

oblivious to the many ramifications of the four factors that made the Ahmedabad air crash uniquely significant. Going by reports, for instance, the composition of the AAIB committee left much to be desired. According to experts, the absence of a pilot knowledgeable about a Dreamliner, which is highly reliant on electronic systems, was quite jarring.

Of course, the AAIB should be complimented for the time-bound manner in which it finalised the preliminary report within one month of the accident. But what was the need for releasing the report late in the evening on a Friday? Apart from meeting a deadline, it served no other purpose. On the contrary, it gave rise to needless speculation over what the report revealed, which the AAIB or the aviation ministry made no effort to scotch through an official briefing. The AAIB report was not even signed by any of the members who were part of the committee that investigated the crash and prepared the preliminary report. Some experts have also indicated that the preliminary report failed to capture critical segments of the conversation the two pilots had in the cockpit. Indeed, they have argued that interpreting the entire 40 minutes of the cockpit voice recorder or the flight data recorder would not have taken more than two hours. So, why wasn't that task undertaken to lend clarity to what really happened?

Worse, sections of the foreign media seemed to

have accessed some segments of the pilots' conversation to present a different perspective on why the aircraft crashed. In a competitive media environment, such reports have fuelled further speculation over the causes of the crash. To be sure, the AAIB has explained in its report that its objective is not to reach conclusions about the reasons of the crash, but to shed light on what happened during those crucial minutes before the plane went down. Both the AAIB and the National Transportation Safety Board of the US have described those media reports about the probable causes of the crash as premature and speculative, based on selective and unverified reporting. But incalculable damage has already been done to the morale of pilots in the industry and to the confidence of ordinary fliers in the country.

Could the authorities have prevented such unfortunate developments in the wake of the report on the aircraft crash? Perhaps the civil aviation ministry could have recognised the enormity of this crash and prepared the AAIB and its investigating team for its sensitivities. Perhaps senior retired pilots with experience in flying such state-of-the-art aircraft like the Dreamliner could have been inducted into the investigation committee or their expert views obtained before finalising the report. Perhaps, the ministry and the AAIB could have held more frequent and even informal media interactions to explain the intricacies and dimensions of the accident. Keeping them under wraps and promising to reveal them in the final report after a year was not a good idea.

An institutional reform of the AAIB and even the ministry is in order. Undertaking such reforms can be easier if the ministry takes the primary step of filling nearly half the technical posts in its regulatory arm, the Directorate General of Civil Aviation, India is not short of technical people or pilots. Having more of these experts on these bodies would only improve their efficacy and enhance their ability to handle such emergency tasks of conducting investigations into an aircraft crash. And there should be no compromise on making communication faster and more effective.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

23 JULY 2025

No issue found in Boeing fleet's fuel-control switches: A-I

DEEPAK MITAL
New Delhi, 22 July

Air India on Tuesday said the airline and its low-cost subsidiary, Air India Express, had completed precautionary inspections on the locking mechanism of the fuel-control switches on all their Boeing 787 and Boeing 737 aircraft, and no issues were found.

With this, the two airlines have complied with the directives of the Directorate General of Civil Aviation (DGCA) issued on July 14, Air India said in a statement. The airline has formally communicated this to the regulator.

The DGCA directive followed the preliminary report released on July 12 by the Aircraft Accident Investigation Bureau (AAIB), which is probing the June 12 crash of Air India flight AI771 that killed 260 people. The report found that both engine fuel-control switches, which regulate the flow of fuel into the aircraft engines on Boeing 787s, had transitioned from "Run" to "Cutoff" just seconds after takeoff from Ahmedabad, resulting in a dual engine failure.

"In the inspections, no issues were found with the said locking mechanism," the Air India statement said.

According to the preliminary report, the cockpit voice recorder captured one pilot asking the other why the fuel was cut off, to which the latter replied that he had not done it. A Mayday call was made shortly before the aircraft crashed into a building near the airport.

Although the exact cause of the switch movement on AI771 remains undetermined, the incident prompted the DGCA to issue a mandatory inspection order on July 14.

The DGCA order referenced a 2018 Special Airworthiness Information Bulletin (SAIB) from the US Federal Aviation Administration (FAA). The bulletin had warned of the possibility that Honeywell-manufactured fuel-control switches on certain Boeing aircraft, including the 737 and 787, might be installed in a way that disables their locking mechanism, which is meant to prevent accidental switch movement from "Run" to "Cutoff."

However, the FAA did not issue any fresh directive after the AI771 crash, and the 2018 SAIB remains advisory.



PAGE 2 A1 plane's auxiliary power unit catches fire

An Air India plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe.

No issue found in Boeing fleet's fuel-control switches, says Air India

The UK Civil Aviation Authority has stated that there is no need for any action by Boeing.

Meanwhile, some foreign carriers, such as Singapore Airlines and Etihad Airways, conducted precautionary checks on their own.

The DGCA's July 14 order required Indian operators of affected

Boeing aircraft to complete inspections by July 21 and report back. Boeing 777s were exempt from the order, as they did not use the switches under scrutiny.

The DGCA order applied to Boeing fleets of five Indian carriers — Air India, Air India Express, IndiGo, SpiceJet, and Akasa Air.



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DELHI

23 JULY 2025

Akasa sees no demand dip despite A-I crash

DEEPAK PATEL
New Delhi, 22 July

Akasa Air continues recording "healthy" load factors and traveller confidence as passenger demand remains unaffected since the A171 crash last month, the firm's chief financial officer, Ankur Goel, said on Tuesday.

"We really haven't seen any impact. I see the load factors and they are very healthy," Goel said at a media roundtable.

He added that people are still flying with confidence. "Despite the anguish, we believe the sector is resilient and robust. People are still travelling with a lot of faith and confidence that airlines will do everything possible for them to have a safe experience and travel," he noted.

Regarding new investors, Goel said regulatory approvals are in the final stages, adding there is no external borrowing planned.

Akasa Air, which began operations in August 2022, had on February 6 announced that it had signed agreements with investors, including Premji Invest, Ranjan Pai's investment office, and 360 One Asset to infuse fresh capital into the airline.

Goel dismissed any immediate concerns over delays in Boeing deliveries, saying regular communication with the aircraft maker has kept the airline's confidence intact.

Akasa expects its entire Boeing order of 236 B737 Max planes to be delivered by 2032.

From 2027, the airline will also begin receiving the larger Max-10 variant, offering 227 seats compared to the 189 in the Max-8 currently in its fleet. The airline operates 30 aircraft, including 23 Max-8s and seven higher-capacity Max-8-200s. Goel said increasing seat count per aircraft and utilisation were helping drive down unit costs.

Aircraft utilisation has risen to over 13 hours per day, compared to 10.5 hours initially. "This was a conscious call. Now, we are using our planes more," Goel said.

The airline is also maintaining a strong pilot pipeline. "All our pilots (770) will start flying by the end of this financial year," he said. Goel noted that FY25 losses widened due to rapid growth in the network but key financial indicators have improved. "Our Ebitda margin has become better by 50 per cent in FY25," he said.

While overall losses remain, unit revenue (earnings per available seat kilometre) rose 13 per cent and unit cost (cost per available seat kilometre) dropped 8 per cent year-on-year, driven by scale and efficiency, he noted.

He also confirmed that Akasa is not rushing to lease older aircraft to bridge capacity. "We see what is financially prudent for us. We wanted to wait for the new Boeing capacity," Goel explained. Goel said the airline

“PEOPLE ARE STILL TRAVELLING WITH A LOT OF FAITH AND CONFIDENCE THAT AIRLINES WILL DO EVERYTHING POSSIBLE FOR THEM TO HAVE A SAFE EXPERIENCE AND TRAVEL”

Ankur Goel
Chief financial officer, Akasa air



aims to have one-fourth of its total capacity deployed on international routes by the end of FY26.

Goel credited the government for supporting airline growth through taxation reliefs given on aviation turbine fuel (ATF) and maintenance, repair and overhaul (MRO) services.

He said Akasa remains committed to building for the long term, with a clear focus on improving its Rask-Cask differential, strengthening cash reserves, and maintaining capital discipline.

Narrow-body aircraft leases run 9-12 years, implying that most of Akasa's Max fleet will stay through 2032. "Not a lot of planes will be returned to lessors," Goel said. Its total fleet size by the end of 2032 is expected to be around 226.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

23 JULY 2025

A-I plane's APU catches fire after landing in Delhi

PRESS TRUST OF INDIA

New Delhi, 22 July

An Air India A321 plane's auxiliary power unit (APU) caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe.

"Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said in a statement.

The spokesperson said there was some damage to the aircraft, while passengers and crew members disembarked normally and are safe.

"The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added. The flight, operated with an A321 aircraft, landed at 12:12 pm at the Delhi airport, as per information available on flight tracking website *Flightradar24.com*.

यात्री मांग में कोई गिरावट नहीं: अकासा एयर

दीपक पटेल
नई दिल्ली, 22 जुलाई

बीते महीने एयर इंडिया के एआई 171 विमान की दुर्घटना के बावजूद यात्रियों की मांग पर कोई असर नहीं पड़ा है। अकासा एयर के मुख्य वित्त अधिकारी अंकुर गोयल ने आज कहा कि अकासा एयर का लोड फैक्टर मजबूत बना हुआ है और यात्रियों का विमानन उद्योग के भरोसा बरकरार है।

नई दिल्ली में आयोजित एक मीडिया राउंडटेबल में गोयल ने कहा, 'हमने वाकई कोई असर नहीं देखा। मैंने आंकड़ों और लोड फैक्टर को देखा, जो मजबूत बने हुए हैं।' उन्होंने कहा कि लोग अभी भी विश्वास के साथ उड़ान भर रहे हैं। उन्होंने कहा, 'दुखद घटना के बावजूद हमारा मानना है कि क्षेत्र मजबूत और दमदार बना हुआ है। लोग अभी भी इस विश्वास और भरोसे के साथ यात्रा कर रहे हैं कि

एयर इंडिया के विमान हादसे के बावजूद यात्रियों का विमानन उद्योग में भरोसा बरकरार

विमानन कंपनियां उनके लिए सुरक्षित अनुभव और सुरक्षित यात्रा के लिए हरसंभव प्रयास करेगी।'

नए निवेशकों के बारे में गोयल ने बताया कि उनके निवेश की

नियामकीय मंजूरी अंतिम चरण में है। उन्होंने कहा, 'हम प्रक्रिया पूरी करने के काफी करीब हैं और अब बाहर से ऋण लेने की कोई योजना नहीं है।'

अगस्त 2022 में परिचालन शुरू करने वाली अकासा एयर ने 6 फरवरी को कहा था कि विमानन कंपनी में नई पूंजी के लिए उसने प्रेमजी इन्वेस्ट, रंजन पई इन्वेस्टमेंट ऑफिस और 360 वन एसेट जैसे निवेशकों के साथ करार किया है।

गोयल ने बोइंग की डिलिवरी में देरी को लेकर किसी भी तात्कालिक चिंता को खारिज करते हुए कहा कि विमान विनिर्माता के साथ बातचीत चल रही है और विमानन कंपनी का उस पर भरोसा है। अकासा को उम्मीद है कि 226 बी 737 मैक्स विमानों का उसका पूरा ऑर्डर साल 2032 तक पूरा हो जाएगा। इससे अगले कुछ वर्षों में बेड़े के आकार में 25 से 30 फीसदी सालाना वृद्धि में भी मदद मिलेगी।

बोइंग विमानों पर फ्यूल स्विच की जांच पूरी

एयर इंडिया और एयर इंडिया एक्सप्रेस ने सभी बोइंग 787 और 737 विमानों की जांच की

दीपक पटेल
नई दिल्ली, 22 जुलाई

एयर इंडिया और उसकी किफायती विमानन सेवा एयर इंडिया एक्सप्रेस ने अपने बेड़े में मौजूद सभी बोइंग 787 और 737 विमानों पर लगे फ्यूल कंट्रोल स्विच के लॉकिंग मैकेनिज्म का एहतियाती निरीक्षण पूरा कर लिया है। यह निरीक्षण 14 जुलाई को नागर विमानन महानिदेशालय (डीजीसीए) द्वारा जारी किए गए एक निर्देश के तहत किया गया है।

डीजीसीए का यह निर्देश विमान दुर्घटना जांच ब्यूरो (एआईबी) की जांच रिपोर्ट के बाद 12 जुलाई को आया था। ब्यूरो ने यह रिपोर्ट एयर इंडिया की उड़ान एआई 171 की 12 जून को हुई दुर्घटना की जांच के बाद दी। इस हादसे में 260 लोगों की मौत हो गई थी। जांच में पाया गया कि अहमदाबाद से उड़ान भरने के कुछ सेकंड बाद ही बोइंग 787 विमान के दोनों फ्यूल कंट्रोल स्विच बंद हो गए थे, जिसके कारण दोनों इंजन भी बंद हो गए।

कॉकपिट वॉइस रिकॉर्डर से पता चला कि एक पायलट ने दूसरे पायलट से पूछा कि फ्यूल कंट्रोल स्विच क्यों बंद कर दिया। इस पर दूसरे पायलट ने जवाब दिया कि उसने नहीं किया। इसके कुछ सेकंड बाद ही विमान हवाई अड्डे के

पास एक इमारत से टकरा गया। इससे पहले पायलट ने मेडे कॉल की थी।

एयर इंडिया ने आज जारी एक बयान में कहा, 'एयर इंडिया ने अपने बेड़े में मौजूद सभी बोइंग 787 और बोइंग 737 विमानों पर फ्यूल कंट्रोल स्विच की लॉकिंग मैकेनिज्म का एहतियाती निरीक्षण पूरा कर लिया है।' एयर इंडिया एक्सप्रेस ने भी जांच पूरी कर ली है क्योंकि उसके बेड़े में भी बोइंग 737 विमान हैं। बयान में कहा गया है, 'इसके साथ ही दोनों विमानन कंपनियों ने 14 जुलाई, 2025 को डीजीसीए द्वारा जारी निर्देशों का पालन कर लिया है।'

विमानन कंपनी ने कहा, 'लॉकिंग मैकेनिज्म में कोई समस्या नहीं पाई गई।' उसने यह भी कहा कि 12 जुलाई को स्वैच्छिक जांच शुरू कर दी गई थी और डीजीसीए द्वारा निर्धारित समय सीमा के भीतर जांच पूरी हो गई है। कंपनी ने इसकी औपचारिक सूचना नियामक को दे दी है।

फिलहाल यह पता नहीं चल पाया है कि एआई 171 में फ्यूल कंट्रोल स्विच क्यों बंद हो गया था, लेकिन इस घटना के कारण डीजीसीए ने 14 जुलाई को अनिवार्य निरीक्षण का आदेश जारी किया था। डीजीसीए के आदेश में अमेरिकी फेडरल एविएशन एडमिनिस्ट्रेशन (एफएए) के 2018 के स्पेशल एयरवर्दीनेस इन्फॉर्मेशन बुलेटिन (एसएआईबी) का हवाला दिया गया था। उसमें आशंका जताई गई थी कि

बोइंग ने सेना को छह में से तीन अपाचे दिए

अमेरिकी एरोस्पेस दिग्गज कंपनी 'बोइंग' ने मंगलवार को भारतीय थल सेना को तीन अपाचे लड़ाकू हेलीकॉप्टर सौंपे। अधिकारियों ने बताया कि कंपनी ने सेना को 6 हेलीकॉप्टर की आपूर्ति के अनुबंध के तहत पहली खेप में एएच-64ई अपाचे हेलीकॉप्टर दिए हैं। इन्हें दुनिया के सबसे उन्नत बहुउद्देशीय लड़ाकू हेलीकॉप्टरों में शुमार किया जाता है और इन्हें अमेरिकी सेना उड़ाती है। सेना ने सोशल मीडिया पोस्ट में कहा, 'ये अत्याधुनिक हेलीकॉप्टर भारतीय सेना की परिचालन क्षमताओं को काफी मजबूत करेंगे।' बोइंग ने 2020 में भारतीय वायुसेना को 22 ई-मॉडल अपाचे की आपूर्ति पूरी की और भारतीय सेना के लिए 6 एएच-64ई की आपूर्ति के लिए एक अनुबंध पर हस्ताक्षर किए थे। भारतीय सेना के अपाचे की आपूर्ति 2024 में शुरू होने वाली थी। वायुसेना ने सितंबर 2015 में 22 अपाचे हेलीकॉप्टर के लिए अमेरिकी सरकार और बोइंग लिमिटेड के साथ अरबों डॉलर के अनुबंध पर हस्ताक्षर किए थे। इसके अलावा रक्षा मंत्रालय ने 2017 में सेना के लिए 4,168 करोड़ रुपये की लागत से बोइंग से हथियार प्रणालियों के साथ छह अपाचे हेलीकॉप्टर की खरीद को मंजूरी दी थी। अभी यह स्पष्ट नहीं है कि शेष अपाचे की आपूर्ति कब तक होगी।



737 और 787 सहित कुछ बोइंग विमानों में हनीवेल द्वारा निर्मित फ्यूल कंट्रोल स्विच इस तरह लगाए जा सकते हैं जिससे उनका लॉकिंग मैकेनिज्म काम नहीं करेगा।

मगर एफएए ने एआई 171 दुर्घटना के बाद कोई नया निर्देश जारी नहीं किया और 2018 का वह बुलेटिन केवल परामर्श था। ब्रिटेन सिविल एविएशन अथॉरिटी (सीएए) ने भी

कहा है कि बोइंग को कुछ भी करने की जरूरत नहीं है।

इस बीच सिंगापुर एयरलाइंस और एतिहाद एयरवेज जैसी कुछ विदेशी विमानन कंपनियों ने अपनी मर्जी से एहतियातन जांच की।

डीजीसीए के 14 जुलाई के आदेश से प्रभावित बोइंग विमानों चलाने वाली भारतीय कंपनियों को 21 जुलाई तक जांच पूरी करने के

दिल्ली में उतरते ही विमान में लगी आग

हॉन्गकॉन्ग से आए एयर इंडिया के ए321 विमान की सहायक ऊर्जा इकाई (एपीयू) में मंगलवार दोपहर को दिल्ली हवाई अड्डे पर उतरने के बाद आग लग गई। विमान में सवार सभी यात्री और चालक दल के सदस्य सुरक्षित हैं। एयरलाइन के प्रवक्ता ने बताया कि हॉन्गकॉन्ग से दिल्ली पहुंची उड़ान संख्या एआई 315 के उतरने और गेट पर पार्क होने के तुरंत बाद एपीयू में आग लग गई। उस समय यात्री उतर रहे थे और सिस्टम डिजाइन के अनुसार एपीयू स्वतः बंद हो गया। प्रवक्ता ने बताया कि विमान को कुछ नुकसान पहुंचा है, जबकि यात्री और चालक दल के सदस्य सामान्य रूप से उतर गए और सुरक्षित हैं।

बाद रिपोर्ट जमा कराना आवश्यक था। बोइंग 777 को इस आदेश से छूट दी गई है क्योंकि उसमें हनीवेल के स्विच का इस्तेमाल नहीं किया गया है।

डीजीसीए का आदेश पांच भारतीय विमानन कंपनियों- एयर इंडिया, एयर इंडिया एक्सप्रेस, इंडिगो, स्पाइसजेट और अकासा एयर- में उड़ रहे बोइंग विमानों पर लागू है।



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SC rejects ₹1.3K cr appeal against SpiceJet

Upholds Delhi HC decision to dismiss plea by KAL, Kalanithi Maran

BHAVINI MISHRA
New Delhi, 23 July

The Supreme Court on Wednesday upheld the Delhi High Court's decision to dismiss an appeal by KAL Airways and its founder Kalanithi Maran seeking damages of ₹1,323 crore from low-cost carrier SpiceJet.

Maran, a former promoter of SpiceJet, and KAL Airways moved the Supreme Court earlier this month to challenge the High Court order of May 23. A Supreme Court bench of Justice P S Narasimha and Justice A S Chandurkar dismissed the special leave petition.

The High Court had observed Maran engaged in a calculated gamble by delaying and re-filing their challenge to the arbi-

tral award. "This...is not a simple case of delay in removing objections in refiling the appeals. It is a case of deliberate and wilful concealment of facts both from the division bench as well as from the respondents and a calculated gamble taken by the appellants," the High Court had said.

It declined to condone the delay of 55 days in filing and 226 days in re-filing the present appeals. "As the application for condonation of delay in filing and re-filing have been dismissed, the appeals also stand dismissed on the ground of delay without going into the merits," the High Court had said. Earlier, the petitions of Maran and KAL Airways were rejected by an arbitral tribunal, and then by a single judge Bench of the High Court.

Bombay HC allows MIAL to replace Celebi

The Bombay High Court on Wednesday lifted the stay imposed on Adani-backed Mumbai International Airport Limited (MIAL) to replace their ground handling service provider Celebi, a Turkish **aviation** firm. The court had in May restrained MIAL from finalising tenders to appoint a new ground handling service provider to replace Celebi, amid the Turkish firm's legal battle challenging the revocation of its security clearance by the central government.

BS REPORTER



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A-I crash: MEA trashes UK media reports of receiving wrong bodies

India on Wednesday trashed a British media report which claimed that two families in the UK received wrong bodies of victims of the **Air India** plane crash in Ahmedabad. The Ministry of External Affairs (MEA) said all mortal remains were handled with utmost professionalism and with due regard for the dignity of the deceased. "We have seen the report and have been working closely with the UK side from the moment these concerns and issues were brought to our attention," MEA spokesperson Randhir Jaiswal said. १/१

विश्लेषण • जांच रिपोर्ट विमान पर दोष नहीं मढ़ती एअर इंडिया हादसे में पायलटों को बदनाम किया जा रहा है

हादसा

बरखा दत्त

फोटोडिप्टिग एडिटर, नोजो स्टोरी
X @BARU11



अहमदाबाद से लंदन जा रहा एअर इंडिया 171 विमान क्यों क्रेश हुआ? 40 से अधिक दिन बीत जाने के बावजूद हमारे पास कोई ठोस जवाब नहीं है। प्रारंभिक जांच रिपोर्ट ने असमंजस को बढ़ाया है। उसमें जैसे अस्पष्ट संदर्भों को शामिल किया गया है, उससे गैर-जिम्मेदारना अटकलों को और बढ़ावा मिला है।

उड़ान की मॉनिटरिंग कर रहे कैप्टन सुमित सभरवाल और विमान उड़ा रहे फर्स्ट ऑफिसर कलाहव कुंदर को पश्चिमी मीडिया ने आरोपी ठहरा दिया है। सीनियर पायलट सभरवाल- जिन्हें उनके सहकर्मियों ने सौम्य, सहज और अध्ययनशील व्यक्ति बताया है- पर वॉल स्ट्रीट जर्नल जैसे अखबारों ने ईंधन की सप्लाई बंद करने का आरोप लगाया है। इन अखबारों ने बोइंग 787 बेड़े और उसकी निर्माता कंपनी की तकनीकी भूलों को बड़ी आसानी से नजरअंदाज कर दिया। इससे मुझ समेत कई लोगों को लग रहा है कि हादसे के इर्द-गिर्द रचा जा रहा यह कथानक विमान के बजाय पायलटों को जिम्मेदार ठहराने के लिए है।

यह कॉलम लिखने के दौरान ही अमेरिका में हवाईयन एयरलाइंस के एक 787 ड्रीमलइनर को दो बार लॉस एंजेलिस की ओर डायवर्ट करना पड़ा। यह होजुलुलु स्थित अपने गंतव्य तक नहीं पहुंच सका। वहीं डेल्टा एयरलाइंस के बोइंग 767 के उड़ान भरते ही बार इंजन में लपेट दिखाई दी। इसके चलते उसकी भी लॉस एंजेलिस में इमरजेंसी लैंडिंग करनी पड़ी। अमेरिकी

में लपेट दिखाई दी। इसके चलते उसकी भी लॉस एंजेलिस में इमरजेंसी लैंडिंग करनी पड़ी। अमेरिकी कांग्रेस और सीनेट के समक्ष बोइंग के सीईओ का रिकॉर्डेड बयान है, जिसमें उन्होंने 'गंभीर सुरक्षा चूक' स्वीकार की है। अपने 737 मैक्स विमानों के क्रेश होने पर कार्रवाई से बचने के लिए कंपनी ने ट्रम्प प्रशासन को 1 अरब डॉलर से अधिक का जुर्माना दिया है।

यहां यह याद दिलाना प्रसंगिक होगा कि 2018 में जब पहला 737 मैक्स क्रेश हुआ था तो उसके बाद पायलट को ही जिम्मेदार ठहराया गया था। ऐसा ही अब एअर इंडिया हादसे के बाद हो रहा है। पांच महीने के अंतराल में इसी विमान में दूसरा हादसा होने के बाद जाकर दुनियाभर में इस बेड़े के सभी विमानों की उड़ानें रोक दी गईं। इससे यह भी सामने आया कि हादसे डिजाइन और सॉफ्टवेयर की खामी के कारण हुए थे। नए विमानों में एमसीएस सिस्टम में खराबी थी और पायलटों को इन नई प्रणालियों के बारे में बताया तक नहीं गया था। इन सिस्टम ने डेटा को गलत तरीके से पढ़ा और दो विमान हादसे के शिकार हुए। खासतौर पर

787 के मामले में ओसाका में 2019 में हुई घटना इसका उदाहरण है, जिसमें लैंडिंग के वक्त पायलट के कमांड दिए बगैर विमान के दोनों इंजन बंद हो गए थे। यह एअर इंडिया के रहस्यमयी क्रेश की तरह ही है।

सभी ठोस साक्ष्यों के बावजूद प्रारंभिक जांच रिपोर्ट में बोइंग और जीई (विमान का इंजन बनाने वाली कंपनी) दोनों को क्लीनचिट दे दी गई। जबकि फ्यूल स्विच, फ्यूल वॉल्व जैसी चीजों को लेकर कई सुरक्षा एडवजर्जरी और निर्देश अभी सामने आने ही लगे थे।

कॉकपिट की उस आधी-अधूरी बातचीत के आधार पर अंतरराष्ट्रीय मीडिया कैप्टन सभरवाल को दोषी ठहरा रहा है, जिसमें एक पायलट दूसरे से कह रहा है- 'तुमने कट-ऑफ क्यों किया?' और दूसरे ने कहा 'मैंने नहीं किया।' माना जा रहा है जिस पायलट से फ्यूल स्विच बंद करने के बारे में पूछा जा रहा है, वे सभरवाल हैं, क्योंकि कुंदर तो विमान उड़ा रहे थे। प्रारंभिक रिपोर्ट में बातचीत के समय और उस दौरान विमान की ऊंचाई का हवाला भी नहीं दिया गया है। चूंकि रिपोर्ट में कॉकपिट में हुई पूरी बातचीत नहीं है, इसलिए ये आधे-अधूरे वाक्य किसी काल्पनिक व्याख्या

प्रारंभिक जांच रिपोर्ट ने हमें हादसे के

बारे में कोई नई जानकारी नहीं दी है।

इससे शोर-शराबा ही अधिक हुआ है।

और अंतरराष्ट्रीय मीडिया को मौका मिल

गया है कि वह सबूतों के बिना ही हमारे

दिवंगत पायलटों को बदनाम कर सके।

को ही जन्म दे सकते हैं।

यह बात सभी को पता नहीं है कि फ्यूल कंट्रोल के स्विच कथित तौर पर बंद करने की घटना को दर्ज कर

यह बात सभी को पता नहीं है कि फ्यूल कंट्रोल के स्विच कथित तौर पर बंद करने की घटना को दर्ज कर रहा ब्लैक बॉक्स असल में इलेक्ट्रिक सिगनलस के आधार पर ऐसा कर रहा था। कुछ पायलटों का यह भी तर्क था कि संभवतः कंट्रोल स्विचों को कभी मैनुअली हिलाया ही नहीं गया हो और फिर भी ब्लैक बॉक्स ऐसे सिग्नलों को दर्ज कर रहा हो, जो एक बड़े इलेक्ट्रिक फेल्चर की ओर इशारा करता है। कुछ अन्य का कहना है कि दोनों इंजन फेल होने के बाद स्विचों तक पहुंचा गया होगा, जैसा कि बोइंग मैनुअल में बताया गया है। हम ठीक-ठीक तरह से कुछ नहीं जानते।

यही कारण है कि जिस तत्परता से जांच दल ने कह दिया कि बोइंग की ओर से किसी कार्रवाई की जरूरत नहीं है, बहुत विचित्र है। अगर सच में ऐसा है तो कुछ पुरानी एडवजर्जरी सामने आने के बाद एअर इंडिया समेत दुनियाभर की एयरलाइंस ने चुपचाप अपने सभी फ्यूल कंट्रोल स्विचों की जांच के आदेश क्यों दिए? इस प्रकार के सुझाव जांच दल की ओर से क्यों सामने नहीं आए? (ये लेखिका के अपने विचार हैं)

दूसरी जांच में खुलासा • विदेश मंत्रालय बोला- सही शव भेजे थे प्लेन क्रैश: दो ब्रिटिश परिवारों को भेजे दूसरे शवों के अवशेष

भास्कर न्यूज | नई दिल्ली

अहमदाबाद में 12 जून को हुए एअर इंडिया विमान हादसे में मारे गए सभी 260 यात्रियों के शव डीएनए जांच के बाद उनके परिजनों को सौंपे गए थे। लेकिन, ब्रिटेन के दो परिवारों को जो शव मिले, उनका डीएनए परिजनों से मैच नहीं हुआ। यानी उन्हें जो शव भेजे गए, वो पीड़ित परिवारों के नहीं थे। इस वजह से उनका अंतिम संस्कार भी नहीं किया गया।

ब्रिटेन के अखबार डेली मेल ने पीड़ित ब्रिटिश परिवारों के वकील के हवाले से खबर की। इस पर भारतीय विदेश मंत्रालय का भी बयान आया। मंत्रालय के प्रवक्ता रणधीर जायसवाल ने कहा कि डीएनए नमूना लेने और जांचने के बाद सभी शवों को सीलबंद ताबूतों में भेजा गया था। इसमें एअर इंडिया की कोई भूमिका नहीं थी। शवों की पहचान के जो तय मापदंड थे, उनका पालन किया गया। मंत्रालय सूत्रों ने बताया कि इस मामले की ब्रिटेन और भारत में शीर्ष स्तरीय जांच चल रही है।

चूक कहां: एक ताबूत में थे 2 शव, जांच में दोनों अलग मिले



बता दें कि विमान हादसे के मृतकों में 53 ब्रिटिश नागरिक भी थे। सभी शवों की डीएनए जांच अहमदाबाद के सिविल अस्पताल में की गई थी। जांच के बाद 12 शवों के अवशेष ब्रिटेन उनके परिवारों के पास भेजे गए। इसके बाद पीड़ित ब्रिटिश परिवारों ने इनर वेस्ट लंदन के कोरोनर (मृत्यु समीक्षक) को अवशेषों के नमूने दिए और डीएनए मिलान कराया। इसमें पता चला कि अवशेष उनके परिवारों के नहीं हैं। इन परिवारों का प्रतिनिधित्व कर रही लीगल फर्म कीस्टोन लॉ के मुताबिक एक परिवार को जो ताबूत मिला था, उसमें दो अलग-अलग डीएनए वाले अवशेष थे। दूसरे परिवार को मिले अवशेष का डीएनए उसके परिजनों से मैच नहीं हुआ। बाद में दोनों परिवारों ने अंतिम संस्कार नहीं किया।



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

24 JULY 2025

स्पाइसजेट के खिलाफ मारन का दावा खारिज

नई दिल्ली | स्पाइसजेट के खिलाफ कलानिधि मारन का 1,300 रुपए करोड़ का दावा सुप्रीम कोर्ट ने खारिज कर दिया है। सर्वोच्च अदालत ने बुधवार को दिल्ली हाईकोर्ट के मई, 2023 के फैसले को बरकरार रखा। इसमें देरी के आधार पर याचिका खारिज कर दी गई थी। मारन और केएएल एयरवेज स्पाइसजेट के पूर्व प्रमोटर थे।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

23 JULY 2025



Fire on AI plane's auxiliary power unit

An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday, and all passengers and crew members are safe. The flight was operating from Hong Kong to Delhi. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down. The aircraft has been grounded for further investigations.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

23 JULY 2025

Air India finds no issues with fuel control switch

MRITYUNJAY BOSE
MUMBAI, DHNS

Air India on Tuesday said it has concluded inspections of its fleet of Boeing planes and not found any problems with the locking mechanisms of their fuel switches, a feature that has become a focus of scrutiny after the crash in Ahmedabad.

“Air India has completed precautionary inspections on the locking mechanism of Fuel Control Switch (FCS) on all Boeing 787 and Boeing 737 aircraft in its fleet. Boeing 737 aircraft are part of the fleet of

Air India Express, Air India’s low-cost subsidiary,” an Air India spokesperson said.

“During the inspections, no issues were found with the said locking mechanism. Air India started voluntary inspections on July 12 and completed them within the prescribed time limit set by the DGCA. The same has been communicated to the regulator,” the spokesperson added.

The 15-page preliminary findings of the Aircraft Accident Investigation Bureau (AAIB) had said, “The aircraft achieved the maximum re-

corded airspeed of 180 Knots IAS at about 08:08:42 UTC and immediately thereafter, the Engine 1 and Engine 2 fuel cutoff switches transitioned from RUN to CUTOFF position one after another with a time gap of 01 sec...In the cockpit voice recording, one of the pilots is heard asking the other why did he CUTOFF. The other pilot responded that he did not do so.”

The crash led to the death of 260 people, including 241 on board. There was only one survivor among the passengers.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

23 JULY 2025



Air India seeks \$200 mn loan for aircraft purchase

BLOOMBERG: Air India is seeking a bank loan of about \$200 million to purchase a fleet of Boeing 777 planes from a US-based aircraft leasing company, according to people familiar with the matter.

AI Fleet Services IFSC Ltd, a GIFT City-registered subsidiary of Air India, is the borrower of the loan, the people said, who asked not to be identified discussing private matters. The group, which operates two airline brands — the full-service carrier Air India and the low-cost alternative Air India Express — purchases and leases aircraft via this entity.

The talks for the fund-raising, which started earlier this year, had slowed after the crash of Air India's Boeing 787 Dreamliner in Ahmedabad last month, the people said, but discussions have since revived and the deal's details could still change.

The purchase of aircraft takes place as Air India struggles to expand its fleet due to supply chain constraints impacting deliveries and its ability to get planes from the open market.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

24 JULY 2025

एअर इंडिया के विमान को वापस कालीकट आना पड़ा

मलप्पुरम : एअर इंडिया के विमानों में समस्या थमने का नाम नहीं ले रही है। बुधवार को दोहा जाने वाला एअर इंडिया एक्सप्रेस का एक विमान तकनीकी खराबी के कारण उड़ान भरने के दो घंटे बाद कालीकट अंतरराष्ट्रीय हवाई अड्डे पर वापस लौट आया। बाद में फंसे यात्रियों के लिए एक वैकल्पिक उड़ान की व्यवस्था की गई। कुल संख्या 188 लोग सवार थे। (प्रेट्र)

अहमदाबाद-दीव जाने वाली इंडिगो की फ्लाइट रद्द

अहमदाबाद से दीव के लिए उड़ान भरने वाली इंडिगो की फ्लाइट को टेकआफ से पहले रद्द कर दिया गया। इसके पीछे की वजह कुछ तकनीकी खराबी बताई गई। इंडिगो के एक प्रवक्ता ने बताया कि 23 जुलाई 2025 को अहमदाबाद से दीव के लिए उड़ान भरने वाली इंडिगो की उड़ान 6ई-7966 में उड़ान भरने से ठीक पहले तकनीकी खराबी का पता चला। (प्रेट्र)



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

24 JULY 2025

ब्रिटिश लोगों के शवों की शिनाख्त की खबर निराधार

नई दिल्ली : भारत ने ब्रिटिश मीडिया की उस रिपोर्ट को बुधवार को सिरे से खारिज कर दिया, जिसमें दावा किया गया है कि ब्रिटेन में दो परिवारों को सौंपे गए शव अहमदाबाद में एअर इंडिया विमान दुर्घटना में मारे गए उनके स्वजन के नहीं थे। विदेश मंत्रालय ने स्पष्ट किया कि सभी शवों को पेशेवर तरीके से उनके परिजनों को सौंपा गया है। (प्रेट)



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

24 JULY 2025

तकनीकी खराबी से दो घंटे बाद ही लौटा एअर इंडिया एक्सप्रेस का विमान

भास्कर न्यूज़, मत्तपुरम | केरल के कोझिकोड से दोहा जा रही एयर इंडिया एक्सप्रेस की फ्लाइट आईएक्स 375 तकनीकी खराबी के चलते टेक ऑफ के दो घंटे बाद ही लौट आई। विमान 188 यात्रियों व क्रू मेंबर्स को लेकर सुबह 9:07 बजे उड़ा था, लेकिन उड़ान के बीच विमान के केबिन एसी में तकनीकी दिक्कत आ गई। इसके बाद पायलट 11:12 बजे विमान को कोझिकोड इंटरनेशनल एयरपोर्ट वापस ले आया। विमान कंपनी ने बताया कि यह इमरजेंसी लैंडिंग नहीं थी।

तकनीकी खराबी के कारण एअर इंडिया के विमान को वापस कालीकट आना पड़ा

मतलपुरम, घेद: एअर इंडिया के विमानों में समस्या थमने का नाम नहीं ले रही है। बुधवार को दोहा जाने वाला एअर इंडिया एक्सप्रेस का एक विमान तकनीकी खराबी के कारण उड़ान भरने के दो घंटे बाद कालीकट अंतरराष्ट्रीय हवाई अड्डे पर वापस लौट आया। अधिकारियों ने बताया कि बाद में फंसे यात्रियों के लिए वैकल्पिक उड़ान की व्यवस्था की गई।

एयरपोर्ट अधिकारी ने बताया कि फ्लाइट आईएक्स 375 में पायलटों और कू समेत कुल 188 लोग सवार थे। विमान ने कालीकट एयरपोर्ट से सुबह करीब नौ बजकर सात मिनट पर उड़ान भरी थी, पर दो घंटे के बाद 11 बजकर 12 मिनट पर यह एयरपोर्ट पर वापस लौट आई। अधिकारी ने कहा, विमान के केबिन एसी में कुछ तकनीकी समस्या थी। एयरलाइन ने वापसी को पहचानती लैंडिंग बताया और पुष्टि की कि सभी आवश्यक प्रोटोकाल का पालन

केरल से दोहा जा रहा था एअर इंडिया का विमान



एयर इंडिया का विमान। फाइल

किया गया। तकनीकी समस्या के कारण हमारी एक उड़ान उड़ान भरने के बाद कोझिकोड लौट आई। हमने सभी यात्रियों के लिए वैकल्पिक विमान उपलब्ध कराया। इसके अलावा उन्हें रिफ्रेशमेंट भी दिया गया। एअर इंडिया के प्रवक्ता ने कहा, इस दौरान हुई असुविधा के लिए हमें खेद है। यह भी कहा कि सुरक्षा हमारे लिए सबसे बड़ी प्राथमिकता है। ज्ञात हो, अहमदाबाद में हुए हादसे के बाद विमान कंपनियां ब्रेकड चौकन्नी हो गई हैं। इसके

अहमदाबाद-दीव जाने वाली इंडिगो की फ्लाइट रद्द

अहमदाबाद से दीव के लिए उड़ान भरने वाली इंडिगो की फ्लाइट को टेकऑफ से पहले रद्द कर दिया गया। इसके पीछे की वजह कुछ तकनीकी खराबी बताई गई। इंडिगो के एक प्रवक्ता ने बताया कि 23 जुलाई 2025 को अहमदाबाद से दीव के लिए उड़ान भरने वाली इंडिगो की उड़ान 6ई-7966 में उड़ान भरने से ठीक पहले तकनीकी खराबी का पता चला। मानक संयोजन प्रक्रिया का पालन करते हुए पायलटों ने अधिकारियों को सूचित किया और विमान को बे में वापस ले गए। परिचालन फिर से शुरू करने से पहले विमान की आवश्यक जांच और रखरखाव किया जाएगा।

चलते उड़ानों में खास सावधानी बरती जा रही है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

24 JULY 2025

MARAN'S ₹1,323-CRORE DAMAGE CLAIM HITS LEGAL DEAD END

SC Backs HC Order Rejecting Maran's Claim on SpiceJet

Says HC found delay in filing appeals by Maran, KAL deliberate; not inclined to interfere

Indu Bhan

New Delhi: The Supreme Court Wednesday upheld an earlier Delhi High Court order that had rejected KAL Airways' and its owner Kalanithi Maran's claims for ₹1,323 crore in damages against cash-strapped SpiceJet in a long-standing share transfer dispute.

On May 26, the HC division bench (DB) had come down heavily on KAL and Maran for the delay in filing their appeals, for suppressing material facts related to their pending applications and for unjustifiably delaying the proceedings.

The HC had then observed that Maran, a former promoter of SpiceJet, had engaged in a "calculated gamble" by delaying the filing and re-filing of their appeals.

"The delay in refiling is completely lacking in bona fides and represents a gamble by the unsuccessful litigant (KAL Airways) keeping all, including the successful litigant (SpiceJet), in the dark," the high court had said.

An apex court bench, comprising Justices P S Narasimha and A S Chandurkar, Wednesday dismissed the appeals by KAL Airways and Maran, saying it was "not inclined to interfere in the exercise of jurisdiction under Article 136 of the Constitution of India."

"We find that on the basis of the material on record, the inference drawn by the DB while refusing to condone the delay cannot be brushed away or that the conclusions drawn were without any basis," the apex court said.

"While arriving at this conclusion, the DB was alive to the fact that the approach

of the court while dealing with applications for condonation of delay in refiling, was ordinarily to be expansive," the four-page order by the top court stated.

The HC also found KAL and Maran's conduct to be lacking in bona fides, amounting to "fence sitting" and deliberate concealment.

"The case presents a classic example of fence sitting, keeping, in the process, the respondents (SpiceJet), the DB of this court, as well as the SC, completely in the dark regarding the filing of the present FAOs, and of their languishing under objections," the May order stated.

The case relates to a share transfer dispute between SpiceJet chairman Ajay Singh and Maran and his KAL Airways.

In February 2015, Maran and KAL Airways transferred their entire 58.46% stake in the airline to Singh. In 2017, Maran and KAL Airways moved the high court demanding that 100 million warrants redeem-

able as equity shares be transferred to them. The court, on July 29, 2016, asked both parties to settle the share transfer dispute under arbitration.

On July 30, 2018, the arbitral tribunal had rejected Maran's claim of damages of ₹1,323 crore for not issuing warrants to him and KAL Airways but awarded him a refund of ₹79 crore with interest.

Both sides challenged the arbitral award and the petitions were dismissed by a single judge of the Delhi High Court in July 2023.

SpiceJet and its chairman Ajay Singh promptly appealed against the dismissal within the statutory 90-day period. Their appeals were heard and in May last year the DB found merit in SpiceJet's contentions and remanded the matter back to the single judge for fresh consideration.

Following this, KAL Airways and Maran appealed to the single-judge bench seeking the same amount in damages, which was also rejected by the court. Even the appeals were filed after 55 days of delay and also failed to cure procedural defects for another 226 days.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

24 JULY 2025

SC dismisses plea against SpiceJet by KAL, Maran

PRESS TRUST OF INDIA
New Delhi, July 23

THE SUPREME COURT on Wednesday dismissed a plea of KAL Airways and Kalanithi Maran seeking damages of over ₹1,300 crore from SpiceJet in a long-standing share transfer dispute.

A bench of justices P S Narasimha and AS Chandurkar upheld the Delhi high court's order of May 23 dismissing their plea on grounds of delay.

KAL Airways and Kalanithi Maran had initially sought damages of over ₹1,300 crore during the arbitration proceedings. Maran and KAL Airways were former promoters of SpiceJet.

The high court had said the former promoter engaged in a "calculated gamble" by delaying the filing and re-filing of their appeals.

On May 17, last year, a division bench of the high court set aside the single judge's order upholding an arbitral award directing SpiceJet and its promoter Ajay Singh to refund ₹579 crore with interest to Maran.

The division bench allowed the appeals filed by Singh and SpiceJet against the July 31, 2023 single judge order and remanded the matter to the court concerned to consider the matter of arbitral award afresh.

The case dates back to early 2015, when Singh, who owned the airline earlier, bought it back from Maran after it was grounded for months due to resource crunch.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

AI flight catches fire after Delhi landing

Agencies

NEW DELHI

An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon. There was some damage to the aircraft, but passengers and crew members disembarked normally and are safe, an AI spokesperson said in a statement.

"Flight AI 315, operating from Hong Kong to Delhi, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred

while passengers had begun disembarking, and the APU was automatically shut down as per system design," the statement noted.

"The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.



'Fuel switch check done, no issues'

Recalling that it was from the soil of Bihar that he had resolved to launch Operation Sindoor after the Pahalgam terror attack, PM Modi said in Motihari: "This is a new India - an India that spares no effort in punishing the enemies, mobilizing forces from both land and sky."



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

Akasa Air aims to have 226 planes by 2032

PTI
NEW DELHI

Bullish on growth prospects, Akasa Air is improving its financial performance, expanding capacity and aiming to have 226 planes by the end of 2032, a senior executive said on Tuesday, as he asserted that the nearly three-year-old airline will soon be operationally profitable. International capacity of Akasa Air is expected to rise to up to 25% this fiscal from the current level of 16%, Akasa Air's Chief Financial Officer Ankur Goel said, a reflection of the airline's expansion plans.

Currently operating with a fleet of 30 Boeing 737 MAX aircraft, the carrier also expects to ensure that all its 775 pilots are flying by the end of this fiscal year, ending March 2026.

Goel said that strong rev-



enue gains for the financial year ended March 2025, with revenue rising 49%, supported by increased unit profitability. "Capacity in terms of Available Seat Kilometres (or ASKs) grew at a staggering rate of 48% compared to FY25. This was driven by a 13% increase in stage-adjusted Revenue per Available Seat Kilometre (RASK), supported by enhanced focus across key business functions, including strengthened distribution capabilities and strategic investments in technology.

"The airline's Unit Cost per Available Seat Kilometre (CASK), excluding fuel, reduced by 7% and EBITDAR

margins for the year improved by 50% despite industry-wide inflationary pressures," he said.

EBITDAR refers to earnings before interest, taxes, depreciation, amortisation and rent costs. In FY26, he said the airline expects its capacity to grow over 30% in terms of ASKs. The loss-making airline expects to be operationally profitable soon. "If we are myopic (with profitability, then we will have to take a lot of short-term decisions," Goel said.

Akasa Air has completed the checks on the fuel switches of its Boeing 737 MAX planes and there were no adverse findings, a senior airline executive said on Tuesday. The airline has a fleet of 30 Boeing 737 MAX aircraft. A total of 196 such aircraft are to be delivered to the carrier in the coming years.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

BJP MP demands Patna-Surat, Ahd flights

FPJ News Service

AHMEDABAD

In a move welcomed by lakhs of migrant workers and businesspersons, BJP Rajya Sabha MP from Bihar, Dharamsheela Gupta, raised a crucial demand in the Rajya Sabha on Monday, urging the Central Government to start direct flights between Patna and Surat, as well as increase flight frequency to Ahmedabad.

Speaking on the first day of the Monsoon Session of Parliament, Gupta said, "Lakhs of people from Bihar live and work in cities like Ahmedabad and Surat. They travel regularly for jobs, education, and business. Yet, there is either no direct air service or extremely limited connectiv-



ity."

At present, Patna has only one flight to Ahmedabad and none to Surat, despite high demand. Gupta demanded at least two daily flights to Ahmedabad and urgent commencement of a direct Patna-Surat service.

The demand triggered strong support in the House, especially from members

representing constituencies with large Bihari populations in Gujarat.

In response, Union Civil Aviation Minister Kinjrapu Ram Mohan Naidu assured the House that the proposal would be examined. "We will send this request to the concerned airlines and see how the demand can be accommodated. With the new terminal operational at Patna Airport, the scope for additional flights has increased," he said.

The assurance has sparked optimism among frequent fliers between the two states. "A direct flight from Patna to Surat would save us 10 to 12 hours of travel. This is much needed," said Anil Sharma, a textile trader from Surat originally hailing from Muzaffarpur, Bihar.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

23 JULY 2025

Akasa Air checks fuel switches, finds them ok



Akasa Air has completed the checks on the fuel switches of its Boeing 737 MAX planes and there were no adverse findings. The airline has a fleet of 30 Boeing 737 MAX aircraft. A total of 196 such aircraft are to be delivered to the carrier in the coming years.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

24 JULY 2025

INDIGO, AIR INDIA EXPRESS FLIGHTS HIT BY TECH SNAGS

HT Correspondent

letters@hindustantimes.com

NEW DELHI: A Diu-bound IndiGo flight from Ahmedabad carrying around 50 passengers and crew members aborted take-off at the last minute on Wednesday due to a technical issue, officials said. On Wednesday, an IndiGo flight 6E 7966 from Ahmedabad to Diu reportedly aborted take-off after the pilot declared 'Mayday'. As per the schedule, the flight was supposed to depart around 11.15 am from the Sardar Vallabhbhai Patel International Airport, they said. The aircraft was in the take-off roll phase when the pilot decided to stop it on the runway.

"A technical snag indication was noticed just before the take-off on IndiGo flight 6E7966 operating from Ahmedabad to Diu on July 23," IndiGo said in a statement.

In yet another incident, An Air India Express flight to Doha returned to Calicut International Airport two hours after take-off on Wednesday due to a technical issue, officials said. They said an alternative flight was later arranged for the stranded passengers.

Flight IX 375, carrying 188 people including crew, took off from Calicut at around 9.07 am but turned back and landed safely at 11.12 am, an airport official said.

"There was some technical issue in the aircraft's cabin AC. It was not an emergency landing," the official said. The airline described the return as a "precautionary landing" and confirmed that all necessary protocols were followed.

Govt pulls up Air India over rising safety issues

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The government has begun holding direct meetings with Air India management amid mounting safety incidents, ordering the carrier to maintain the highest safety standards while setting a month-long timeline for reassessing its operations.

The first such meeting was held on Wednesday, in the midst of week in which an Air India aircraft caught fire at Delhi airport after landing from Hong Kong, a Kolkata-bound flight aborted takeoff due to technical issues, and a Kochi-Mumbai flight veered off the runway during landing in heavy rain.

According to one of these people, the "first meeting was held this evening where the airline gave a detailed explanation of their efforts towards maintaining safety".

The discussions, this person added, "were held based on the incidents being reported by Air India and Air India Express. The ministry has ordered Air India to maintain highest level of safety standards. It will review the airline's operations after a month."

A second official said additional meetings are expected to focus on reviewing recent incidents and discussing fleet maintenance protocols.

The direct government intervention comes amid heightened concerns over passenger safety following the June 12 crash of



A firefighter stands next to the Air India jet that crashed in Ahmedabad on June 12.

REUTERS/FILE PHOTO

Air India Flight 171 that killed 260 people and a subsequent surge in technical incidents affecting the Tata-owned carrier.

"The outcome of these discussions will be crucial in restoring passenger confidence and ensuring that the airlines under the Air India group meet the highest safety benchmarks," an official said. The Boeing 787 crash marked one of aviation's deadliest tragedies in recent years and prompted comprehensive safety reviews. A preliminary report by the Aircraft Accident Investigation Board (AAIB) has identified fuel control switches during set to cutoff during takeoff as the main cause of the crash.

Why the switches were flipped, or by whom, is now at the heart of the probe.

Since that incident, at least 15 other operational issues and serious incidents have been reported involving Air India and its low-cost service arm Air India Express. Both carriers have faced mounting scrutiny over their operational standards. The incidents range from aborted take-offs and emergency returns to runway excursions and auxiliary power unit fires, raising questions about maintenance practices at India's privatised flag carrier.

"The government is expected to emphasise preventive measures and enforce strict adherence to safety and maintenance standards," another official said.

The meetings involve airline executives and senior officials from the Directorate General of

Civil Aviation and civil aviation ministry. The regulator may seek detailed reports on maintenance practices, officials said.

Following the AAIB's preliminary report that found fuel switches moved from "run" to "cutoff" position during the fatal flight's takeoff, the DGCA mandated Air India to inspect fuel control switch locking mechanisms on all Boeing 787 and 737 aircraft by July 22.

Air India completed the inspections within the deadline, reporting no issues with the locking mechanisms. "Air India had started voluntary inspections on July 12 and completed them within the prescribed time limit set by the DGCA. The same has been communicated to the regulator," the airline said.

The safety concerns extend beyond Air India, with other carriers also reporting incidents. An IndiGo flight from Delhi to Goa experienced engine failure last week, though the airline termed it a technical snag.

"The real question is, how can they help mitigate these issues and what steps can they take? No airline management creates technical problems deliberately. Nevertheless, management must exercise greater vigilance," said Jitender Bhargava, former Air India executive director.

On Wednesday, an Air India Express flight from Kozhikode to Doha returned after being airborne for around one hour and 40 minutes due to an engine issue reported by the pilot.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

24 JULY 2025

{ MEETING WITH AIRLINE }

String of AI incidents sparks govt concern

Neha LM Tripathi

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NEW DELHI: The government has begun holding direct meetings with Air India management amid mounting safety incidents, ordering the carrier to maintain the highest safety standards while setting a month-long timeline for reassessing its operations.

The first such meeting was held on Wednesday, in the midst of week in which an Air India aircraft caught fire at Delhi airport after landing from Hong Kong, a Kolkata-bound flight aborted takeoff due to technical issues,

and a Kochi-Mumbai flight veered off the runway during landing in heavy rain.

According to one of these people, the discussions "were held based on the incidents being reported by Air India and Air India Express. It will review the airline's operations after a month."

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morestories

Working closely with UK on victims' identities: MEA →P10

Snags hit Indigo, Air India Express flights

→P10



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

23 JULY 2025

Air India completes checks of fuel switches

HT Correspondent

letters@hindustantimes.com

NEW DELHI: Air India said on Tuesday it has completed inspections of fuel control switches on all its Boeing 787 and 737 aircraft, in line with directives from the Directorate General of Civil Aviation.

The inspections come amid intense scrutiny of fuel control switches following the Air India Flight 171 crash that killed 260 people in June. The preliminary probe report by the Aircraft Accident Investigation Bureau (AAIB) found the aircraft's fuel switches were set from "run" to "cutoff" position during take-off, starving the engines in what is likely the direct cause of the crash.

How the switches were set to that position – whether deliberately (and by whom) or due to some other factors – is now at the centre of the investigation.

Fuel control switches are designed with multiple safety mechanisms, including spring-loaded locking features and metal guards to prevent accidental movement. "Air India has completed precautionary inspections on the locking mechanism of Fuel Control Switch on all Boeing 787 and Boeing 737 aircraft in its fleet. In the inspections, no issues were found with the said locking mechanism," an Air India spokesperson said.

A 2018 US Federal Aviation Administration safety bulletin, also referenced by the AAIB, warned of potential disengagement of the locking mechanism on several Boeing aircraft mod-

AIR INDIA STARTED VOLUNTARY INSPECTIONS ON JULY 12 AND COMPLETED THEM WITHIN THE TIME LIMIT SET BY DGCA

els, including the 787. This technical vulnerability has gained renewed attention, though the 2018 communication was not mandatorily meant for corrective action at the time.

The airline started voluntary inspections on July 12 and completed them within the time limit set by the DGCA. Boeing 737 aircraft are part of Air India Express's fleet, the airline's low-cost subsidiary. The DGCA had directed the inspection after the AAIB released its preliminary report.

The civil aviation regulator mandated all Indian airlines to inspect fuel switch controls of specified aircraft models by July 21, referring to the 2018 FAA safety notice. "Strict adherence to the timeline is essential to ensure continued airworthiness and safety of operations," the DGCA instructed.

Etihad Airways, one of the United Arab Emirates' two flag carriers, instructed its engineering team to inspect the locking mechanism of the fuel control switches on its B787 aircraft. It also advised caution during operations. In its safety circular, Etihad instructed its team to fully inspect the locking feature for "proper engagement."



Corporate Communications Directorate

MINT

DELHI

24 JULY 2025

SC rejects Maran's SpiceJet plea

Krishna Yadav
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NEW DELHI

The Supreme Court on Wednesday dismissed a plea filed by Kalanithi Maran and KAL Airways challenging a Delhi High Court order that had rejected their claim seeking ₹1,323 crore in damages from SpiceJet.

A bench of Justices P. S. Narasimha and Atul S. Chandurkar refused to interfere with the high court's decision.

SpiceJet shares shot up nearly 7% in noon trading post the apex court's decision, and we at Rs 40.71 apiece on BSE. The Sensex was up 0.42%.

Maran and KAL Airways had challenged the Delhi High Court's 23 May order that had dismissed their appeals due to delays. The division bench of Justices C. Hari Shankar and Ajay Diggpaul refused to condone a 55-day delay in filing and a 226-day delay in re-filing appeals, calling their conduct "calculated gamble" and accusing them of deliberately concealing information from



Kalanithi Maran and KAL had challenged a Delhi HC order rejecting their claim HT

both the court and SpiceJet.

Condonation of delay refers to seeking a court's permission to file a case or appeal after the legal deadline lapsed. In Limitation Act, parties have 90 days to file an appeal from a single judge's decision to a division bench. If they miss a deadline they must explain the delay to seek condonation, which the Delhi HC did not accept in this case.

In 2015, Maran and KAL

Airways had transferred their entire stake in SpiceJet to Ajay Singh for a nominal ₹2 amid a financial crisis that had nearly shut the airline. As part of the deal, Singh, who became SpiceJet's chairman and managing director, took over liabilities worth ₹1,500 crore.

Maran and KAL Airways had also paid ₹679 crore to SpiceJet for issuing convertible warrants and preference shares. But, these were never issued, prompting Maran to move Delhi HC in 2017.

In July 2018, an arbitration panel of Supreme Court judges rejected Maran's claim for ₹1,323 crore in damages but ordered a refund of ₹579 crore along with interest. Both sides had challenged parts of this award under the Arbitration Act in Delhi HC.

In 2023, Justice Chandra Dhari Singh upheld the arbitral award, asking SpiceJet and Singh to refund ₹308 crore for warrants and ₹270 crore for preference shares, along with applicable interest.

For an extended version of the story go to [livemint.com](https://www.livemint.com)



Corporate Communications Directorate

MILLENNIUM POST

DELHI

24 JULY 2025

India dismisses report of sending wrong bodies of AI crash victims to UK families

The allegations were made in a Daily Mail report, which cited anonymous family sources of the victims

OUR CORRESPONDENT

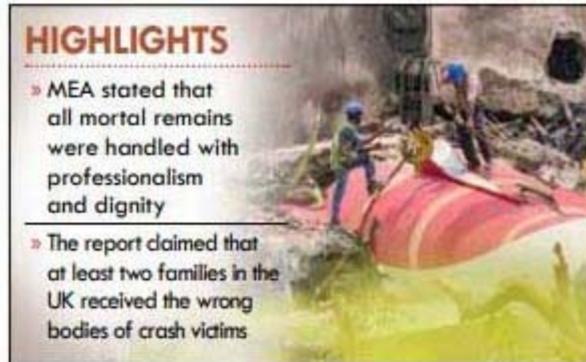
NEW DELHI: India on Wednesday rejected allegations made in a UK newspaper report suggesting that the remains of victims from the recent Air India crash in Ahmedabad were misidentified before being returned to grieving families in Britain.

The Ministry of External Affairs (MEA) said that the identification and handling of all bodies were conducted following established protocols. Responding to questions, MEA spokesperson Randhir Jaiswal stated, "We have seen the report and have been working closely with the UK side from the moment these concerns and issues were brought to our attention."

Jaiswal further noted, "In

HIGHLIGHTS

- » MEA stated that all mortal remains were handled with professionalism and dignity
- » The report claimed that at least two families in the UK received the wrong bodies of crash victims



the wake of the tragic crash, the concerned authorities had carried out identification of victims as per established protocols and technical requirements."

The crash occurred on June 12, when an Air India Boeing 787 Dreamliner bound for London struck a building shortly

after takeoff from Ahmedabad. The incident claimed 260 lives—241 passengers and crew onboard and 19 people on the ground. One passenger survived. Among the deceased were 53 British citizens.

In a report published earlier this week, the Daily Mail alleged that at **Continued on P4**

AI crash

least two families in the UK received the wrong remains of relatives killed in the crash. It cited unnamed sources claiming that some bodies had been misidentified, forcing families to halt funeral arrangements upon discovering discrepancies.

The MEA, responding to these claims, said, "All mortal remains were handled with utmost professionalism and with due regard for the dignity of the deceased. We are continuing to work with the UK authorities on addressing any concerns related to this issue."

According to the British publication, two cases of mistaken identity have surfaced, and concerns remain that more errors may be uncovered. The situation has reportedly caused renewed distress for affected families.

Indian authorities have not confirmed any instance of misidentification so far.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

23 JULY 2025

Fuel switch inspection: Air India finds no issues in its Boeing fleet

OUR CORRESPONDENT

MUMBAI: Private carrier Air India on Tuesday said it has completed “precautionary” inspection of the locking mechanism of the fuel control switch (FCS) on its Boeing 787 and 737 aircraft fleet and no issues were found.

Aviation safety regulator DGCA last week directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passengers onboard and another 19 on the ground.

“In the inspections, no issues were found with the said locking mechanism,” the Tata Group airline said in a statement. Fuel control switches regulate the flow of fuel into the aircraft engines.

In its preliminary report on the Boeing 787-8 crash, 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 takeoff.

Boeing 787s are part of Air India’s fleet, while B737s are operated by its low-cost subsidiary Air India Express.



Boeing 787s are part of Air India’s fleet, while B737s are operated by its low-cost subsidiary Air India Express

Besides these, other domestic carriers — IndiGo, SpiceJet and Akasa — also have these types of aircraft in their operations.

With this, the two airlines — AI and AIX — have complied with the directives of the DGCA issued on July 14, Air India said in the statement.

Air India said it started voluntary inspections on 12 July and completed them within the prescribed time limit set by the DGCA.

There are more than 150 Boeing 737s and 787s being operated by Indian airlines. Of these, IndiGo has seven B737 Max 8 and one B787-9.

All these are leased planes -- either on wet or damp lease -- and therefore, they are not registered in India.

The Federal Aviation Administration (FAA), in 2018, flagged the potential disengagement of the fuel control switch locking feature on certain models of Boeing aircraft, including 787s and 737s.

It was mentioned in a Special Airworthiness Information Bulletin (SAIB), but there was no airworthiness directive, indicating that the issue was not a safety concern.

“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 AAIB preliminary report said.

AAIB, which mentioned FAA’s SAIB in the report, did not suggest any recommended action.

Air India has a total of 33 wide-body Boeing 787s, while Air India Express has around 75 narrow-body 737s.

Akasa Air and SpiceJet operate Boeing 737s. IndiGo also operates Boeing 787 and 737s, but they are leased from foreign airlines, which means they won’t be subject to the DGCA directive.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

24 JULY 2025

SC rejects Maran's plea for ₹1.3k cr damage from Spicejet

ENS ECONOMIC BUREAU // New Delhi

IN a major relief for the current promoters of budget airline SpiceJet, the Supreme Court on Wednesday dismissed a plea filed by Kalanithi Maran and KAL Airways challenging a Delhi High Court order that had rejected their claim seeking ₹1,323 crore in damages from SpiceJet.

The top court passed the order in a special leave petition, wherein the division bench dismissed their plea on the grounds of delay.

Kalanithi Maran, media baron and former owner of SpiceJet, and KAL Airways earlier this month moved Supreme Court against the Delhi High Court's May order that dismissed their pleas seeking ₹1,323 crore in damages from SpiceJet.

This fresh ruling is likely to be the final hearing in the long contested legal battle between the current and former promoters of the budget airline. Earlier, an arbitral tribunal had also rejected KAL Airways ₹1,323 crore damages claim against the airline.

In May, Delhi High Court had dismissed KAL Airways and businessman Maran's appeal seeking over ₹1,300 crore



Ruling likely to be final in long contested legal battle

This fresh ruling is likely to be the final hearing in the long contested legal battle between the current and former promoters of the budget airline. Earlier, an arbitral tribunal had also rejected KAL Airways ₹1,323 crore damages claim against the airline. In May, Delhi High Court had dismissed KAL Airways and businessman Maran's appeal seeking over ₹1,300 crore in damages from SpiceJet.

in damages from SpiceJet. The high court had accused Maran of engaging in "calculated gamble" and cited "deliberate and wilful concealment of facts." The dispute between the two parties dates back to February 2015 when Maran and KAL Airways had transferred their 58.46% stake in SpiceJet to Ajay Singh for ₹2.

Under the agreement, KAL and Maran were to receive redeemable warrants and preference share in return for the ₹679 crore which they spent on SpiceJet.

In 2017, Maran approached Delhi HC and claimed that neither the convertible war-

rants and preference shares were issued nor the money was returned.

An arbitration panel in 2018 rejected Maran's claim of damages of ₹1,323 crore for not issuing warrants to him and KAL Airways, but awarded him a refund of ₹579 crore with interest component. Since then, the case has appeared several times in Delhi High Court and the Supreme Court.

In May 2024, SpiceJet said that it strongly refutes the claims made by KAL Airways and Kalanithi Maran regarding seeking damages of ₹1,323 crore.

शव बदलने की रिपोर्ट पर भारत बोला- दावा गलत

■ NBT रिपोर्ट, नई दिल्ली

भारत ने बुधवार को अहमदाबाद प्लेन क्रैश में मारे गए ब्रिटिश नागरिकों के शवों की शिनाख्त में गड़बड़ी के दावों को खारिज कर दिया। ब्रिटिश अखबार डेली मेल की रिपोर्ट में इस तरह का दावा किया गया था। विदेश मंत्रालय के प्रवक्ता रणधीर जायसवाल ने कहा, 'हमने इस रिपोर्ट

प्लेन हादसे में ब्रिटिश नागरिकों के शव बदलने का दावा

को देखा है। हम ब्रिटिश पक्ष के साथ लगातार संपर्क में हैं। हादसे के बाद तय नियमों और

प्रोटोकॉल के तहत सभी मृतकों की पहचान की गई। सभी शवों को पूरी संवेदनशीलता और सम्मान के साथ संभाला गया।'

ब्रिटिश अखबार की रिपोर्ट में कहा गया, 'अभी दो मामलों में गड़बड़ी की पुष्टि हुई है।' 12 जून को अहमदाबाद से लंदन के लिए उड़ान भरने के कुछ देर बाद एयर इंडिया विमान हादसे का शिकार हुआ था। घटना में 53 ब्रिटिश नागरिकों की भी मौत हुई थी।



पीएम नरेन्द्र मोदी ब्रिटेन, मालदीव की 4 दिवसीय यात्रा पर रवाना हुए।

भारत-ब्रिटेन FTA पर समझौता आज

■ पीटीआई, नई दिल्ली: भारत और ब्रिटेन गुरुवार को लंदन में फ्री ट्रेड अग्रीमेंट (FTA) पर हस्ताक्षर करेंगे। इससे श्रम-प्रधान उत्पादों जैसे चमड़ा, जूते और कपड़ों का रियायती दरों पर निर्यात होगा, जबकि ब्रिटेन से किरकी और कारों का आयात सस्ता हो जाएगा। उद्योग मंत्री पीयूष गोयल और ब्रिटिश समकक्ष समझौते पर हस्ताक्षर करेंगे।



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

24 JULY 2025

उड़ान भरने के दो घंटे बाद लौटा विमान

■ **भाषा, मलप्पुरम/अहमदाबाद**
: केरल के कालीकट अंतरराष्ट्रीय हवाई अड्डे से दोहा जा रहा एअर इंडिया एक्सप्रेस का विमान IX 375 बुधवार को किसी तकनीकी समस्या के कारण उड़ान भरने के दो घंटे बाद लौट आया। वहीं, गुजरात के अहमदाबाद से दीव जाने वाली एक इंडिगो उड़ान बुधवार को तकनीकी कारणों से रद्द कर दी गई। अधिकारियों ने बताया कि यह उड़ान सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से पूर्वानुक्रमित लगभग 11 बजकर 15 मिनट पर रवाना होनी थी।



Corporate Communications Directorate

NAVODAYA TIMES

DELHI

24 JULY 2025

भारत ने पाकिस्तानी विमानों के लिए हवाई क्षेत्र 24 अगस्त तक किया बंद

नई दिल्ली, 23 जुलाई (एजेंसी) : भारत ने पाकिस्तान के विमानों के लिए अपने हवाई क्षेत्र पर पाबंदी की अवधि को और एक महीने के लिए 24 अगस्त तक बढ़ा दिया है। पहलगांम में 22 अप्रैल को हुए आतंकवादी हमले में 26 लोगों की मौत के बाद भारत ने 30 अप्रैल से पाकिस्तान की एयरलाइन (चाहे वे स्वामित्व में हों, लीज पर हों या सैन्य उड़ानें हों) के विमानों के लिए अपने हवाई क्षेत्र के इस्तेमाल पर रोक लगा दी थी। सरकार द्वारा आतंकवादी हमले के जवाब में पाकिस्तान के खिलाफ उठाए गए विभिन्न कदमों के तहत यह

पाबंदी लगाई गई थी।

नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोले ने मंगलवार देर रात 'एक्स' पर बताया, 'पाकिस्तानी विमानों के

भारतीय हवाई क्षेत्र में प्रवेश पर रोक लगाने वाला 'नोटिस टू एयरमैन' (नोटम) आधिकारिक रूप से 23 अगस्त 2025

तक के लिए बढ़ा दिया गया है।' मंत्री ने कहा कि यह विस्तार मौजूदा सुरक्षा प्रोटोकॉल के अनुरूप है और रणनीतिक चिंताओं को ध्यान में रखते हुए किया गया है। इस बीच, पाकिस्तान ने भी भारतीय विमानों के लिए अपने हवाई क्षेत्र पर पाबंदी 24 अगस्त तक के लिए बढ़ा दी है।

पाकिस्तान ने भी भारत के लिए हवाई क्षेत्र 24 अगस्त तक किया बंद



Corporate Communications Directorate

THE PIONEER

LUCKNOW

23 JULY 2025

AI plane catches fire after landing

RAJESH KUMAR
■ New Delhi

An Air India flight from Hong Kong caught fire shortly after landing at the Delhi's Indira Gandhi International Airport on Tuesday afternoon. The Hong Kong to Delhi Flight AI 315 on Tuesday suffered an Auxiliary Power Unit (APU) fire shortly after it landed and parked at the gate. Flight AI 315 sustained some damage and has been grounded for investigations. All 170 people on board and crew members of Hong Kong to Delhi flight later disembarked safely. Luckily passengers and crew were unhurt.

In a statement, an Air India spokesperson said, "Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design."

"There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations and the reg-

There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe.

— AIR INDIA STATEMENT

ulator has been duly notified," the spokesperson added.

The Delhi International Airport Limited (DIAL) said that the fire was doused, adding that the investigation into the matter is underway.

An Auxiliary Power Unit, commonly referred to as APU, is a small turbine engine usually located in the tail section of an aircraft. Unlike the main engines that provide thrust for flight, the APU is designed to provide energy for functions other than propulsion. Its primary role is to generate electrical power and pneumatic pressure when the main engines are shut down particularly during ground operations.

As per details, the APU is critical for starting the aircraft's main engines especially when ground support equipment is unavailable. It supplies electricity to onboard systems before engine start-up and after engine shutdown.

Continued on >> P8

AI plane catches fire after landing

Continued from >> P1 It also provides compressed air to the Environmental Control System (ECS) and the engine starter. Moreover, the APU allows aircraft to operate independently at airports which helps in increasing operational flexibility.

Air India made headlines on Monday due to two separate aircraft-related incidents. At Delhi airport, a Kolkata-bound Air India flight was forced to abort takeoff because of a technical snag. An Air India flight from Kochi suffered a runway

excursion while landing at the Mumbai airport and suffered damages on the underside of one of its engines.

Meanwhile, Air India has finished precautionary checks on the locking mechanism of the Fuel Control Switch (FCS) in all its Boeing 787 and Boeing 737 aircraft and no issues were found. Fuel control switches regulate the flow of fuel into the aircraft engines. "Air India has completed precautionary inspections on the locking mechanism of Fuel Control Switch (FCS) on all Boeing 787

and Boeing 737 aircraft in its fleet," the airline said.

The airline confirmed that no issues were found. "In the inspections, no issues were found with the said locking mechanism. Air India had started voluntary inspections on 12 July and completed them within the prescribed time limit set by the DGCA. The same has been communicated to the regulator."

This follows a directive from the Directorate General of Civil Aviation (DGCA) last week directed airlines to inspect the

fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passengers onboard and another 19 on the ground.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

24 JULY 2025

इंडिगो की अहमदाबाद- दीव उड़ान रद्द

अहमदाबाद। अहमदाबाद से दीव जाने वाला इंडिगो का विमान बुधवार को तकनीकी खराबी के कारण अंतिम समय में उड़ान नहीं भर सका। विमान में 50 यात्री और चालक दल के सदस्य सवार थे। सूत्रों ने बताया कि तय कार्यक्रम के अनुसार अहमदाबाद से दीव के लिए उड़ान सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से 11 बजकर 15 मिनट पर रवाना होनी थी। विमान रवाना होने के चरण में था जब पायलट ने इसे रनवे पर रोकने का निर्णय लिया। दीव जा रहे इंडिगो के विमान 6ई7966 में उड़ान भरने से ठीक पहले तकनीकी खराबी का संकेत मिला।

RASHTRIYA SAHARA

DELHI

24 JULY 2025

विमान हादसे में मारे गए लोगों के शव बदलने की खबर को किया खारिज भारत ने

नई दिल्ली (एसएनबी)। भारत ने बुधवार को ब्रिटिश मीडिया की उस खबर को खारिज किया जिसमें दावा किया गया है कि ब्रिटेन में दो परिवारों को अहमदाबाद में एअर इंडिया विमान दुर्घटना में मारे गए उनके प्रियजनों के गलत शव मिले थे। विदेश मंत्रालय (एमईए) ने कहा कि सभी शवों को बहुत ही पेशेवर तरीके से उनके परिजनों को सौंपा गया था और उनकी गरिमा का पूरा ध्यान रखा गया था।



विदेश मंत्रालय के प्रवक्ता रणधीर जायसवाल ने कहा, हमने खबर देखी है और जब मुद्दे हमारे संज्ञान में आए गए हैं, हम ब्रिटेन के साथ मिलकर काम कर रहे हैं। उन्होंने कहा, इस दुर्घटना के बाद संबंधित अधिकारियों ने स्थापित प्रोटोकॉल के अनुसार मृतकों की पहचान की थी। जायसवाल 12 जून के एअर इंडिया विमान हादसे के बारे में छपी एक खबर के संबंध में मीडिया के सवालों का जवाब दे रहे थे। इस हादसे में 53 ब्रिटिश नागरिकों समेत 241 लोग मारे गए थे। उन्होंने कहा, सभी शवों को बहुत ही पेशेवर तरीके से उनके परिजनों को सौंपा गया और उनकी गरिमा का पूरा ध्यान रखा गया। हम इस मुद्दे से जुड़ी किसी भी चिंता का समाधान करने के लिए ब्रिटिश अधिकारियों के साथ मिलकर काम कर रहे हैं। ब्रिटिश समाचारपत्र ने दो परिवारों के हवाले से अपनी खबर में दावा किया कि दुर्घटना में मारे गए ब्रिटिश नागरिकों के शव सौंपने में भयानक रूप से गड़बड़ी की गई।



Corporate Communications Directorate

THE STATESMAN

DELHI

23 JULY 2025

Delhi airport issues travel advisory amid heavy rain

STATESMAN NEWS SERVICE
NEW DELHI, 22 JULY

Amid the rainy weather in Delhi-NCR, the Indira Gandhi International Airport (IGIA) issued a travel advisory for the passengers on Tuesday.

Following the forecast of the Indian Meteorological Department (IMD), the advisory issued at 10:23 in the morning said, "As per the Indian Meteorological Department's forecast, inclement weather conditions are expected in Delhi."

"However, flight operations at Delhi Airport are currently normal. Our on-the-ground teams are working diligently with all stakeholders to ensure your journey remains hassle-free. For the latest flight information, passengers are advised

Commuters are advised to stay updated through airline alerts and traffic police advisories before stepping out.

to contact their respective airlines," it read further.

Joining in, airline SpiceJet also cautioned its travellers about the potential disruptions due to weather, saying, "Because of bad weather (heavy rain) at Delhi (DEL), all departures/arrivals and their resultant flights may be impacted. Passengers are asked to check the status of their flight through <http://spicejet.com/#status>."

Commuters are advised to stay updated through airline alerts and traffic police advisories before stepping out.



Corporate Communications Directorate

THE STATESMAN

DELHI

23 JULY 2025

AI Hong Kong flight's power unit catches fire at Delhi airport

STATESMAN NEWS SERVICE
NEW DELHI, 22 JULY

An Air India Hong Kong flight's auxiliary power unit caught fire after landing at Delhi airport on Tuesday afternoon but all passengers and crew members are safe, an airline spokesperson said.

"Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate," an airline spokesperson said in a statement.

"The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," the spokesperson said.

The aircraft has been grounded for further investigations, and the aviation

"However, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

regulator has been duly notified, according to Air India. The airline acknowledged that there was some damage to the aircraft.

"However, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

AI crash families in UK have received wrong bodies, allege lawyers

Identified As Per Established Protocols: India

Naomi Canton & Sachin Parashar

London/New Delhi: Some of the families of Britons killed in the June 12 Air India 171 crash in Ahmedabad have been sent wrong or commingled mortal remains, British lawyers acting for them told TOI.

Taking note of an earlier report on the issue by Daily Mail, Indian govt has clarified that the victims were identified as per “established protocols and technical requirements” and that they “are continuing to work with the UK authorities on addressing any concerns related to this issue,” MEA spokesperson Randhir Jaiswal said on Wednesday. “All mortal remains were handled with utmost professionalism and with due regard for the dignity of the deceased,”

“Some of them (UK families) have got the wrong remains and they are clearly distraught over this. One family now has no one to bury because it was the wrong person in their casket – **James Healy-Pratt, aviation partner at Keystone Law, UK**

“All mortal remains were handled with utmost professionalism and with due regard for the dignity of the deceased – **MEA spokesperson Randhir Jaiswal**

he added. “Sadly, the stories of mistakes with mixed remains have been repeatedly recounted to us by families we represent,” Sarah Stewart, aviation partner at Stewarts, a law firm, told TOI.

► **‘Adding to pain’, P 12**

‘Mix-up adding to pain of AI-171 victims’ kin’

► **Continued from P 1**

Our clients feel that they were let down, with allegedly apparent mistakes by the forensic teams in India and insufficient support by British consular services, the foreign office and the British crisis response teams for the families of those British citizens killed in the accident.”

Demetrius Danas, a specialist aviation law lawyer at Irwin Mitchell, which is also advising some families affected by the Air India crash, told TOI that some families have reported receiving remains not belonging to their loved ones. He said this raises “serious questions around the recovery and repatriation process” and “just adds to the hurt and pain they continue to face”.

James Healy-Pratt, aviation partner at Keystone Law in the UK, which is representing around 20 families of victims, told TOI they “expect PM Starmer to raise these serious issues with PM Modi this week in London. The families deserve urgent answers and assurances about the whereabouts of their loved ones.” The identification of mortal remains and DNA matching was carried out by the Ahmedabad civil hospital.

A UK govt spokesperson said: “Formal identification of bodies is a matter for the Indian authorities.” However, all repatriated remains are being independently investigated in line with UK processes, by the Inner West London Senior Coroner, based in Westminster in the UK. The coroner opened and adjourned her inquest into 12 deaths on July 9. Disaster victim identification experts from the UK have been deployed to Ahmedabad to support the UK’s consular re-



The law firm representing 20 families of victims said they ‘expect UK PM Starmer to raise these serious issues with PM Modi this week in London’

sponse and “to understand in-country processes for victim identification, mortuary operations and support services”, the UK govt said.

Relatives of one victim had to abandon their funeral plans after being informed that their coffin contained the body of an unknown passenger rather than their family member, the Daily Mail reported. In another case, the “commingled” remnants of more than one person killed in the crash were mistakenly placed in the same casket. They had to be separated before the funeral could go ahead, the Mail reported.

The BBC spoke to a third person, Miten Patel, who said the coroner told him that “other remains” were found in his mother Shobhana’s casket. Both his mother and father, Ashok, were killed in the crash. “There has to be a level of responsibility that you’re sending the right bodies to the UK,” he said. The bungled repatriation was uncovered when Inner West London senior coroner Prof Fiona Wilcox sought to verify repatriated Britons’ identities by matching their DNA with samples provided by the families.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

24 JULY 2025

Ahmedabad-Diu IndiGo flight grounded just before take-off after flameout warning

Ahmedabad/New Delhi: A Diu-bound IndiGo flight was grounded Wednesday morning after pilots spotted an “engine one flameout warning” while preparing to depart from Ahmedabad, officials said.

The ATR 72-600 turboprop, operat-

ing as Flight 6E 7966, had completed taxiing and was lined up for its scheduled 11am take-off when the cockpit alert triggered a precautionary return to the parking bay.

All 70 passengers and crew on board deplaned safely. **TNN**

AC malfunctions, Doha-bound AI Express flight returns to Kerala

Kozhikode: A Doha-bound Air India Express flight with 182 passengers abroad returned to Calicut International Airport two hours after take-off due a malfunction in its air-condi-

tioning system.

Flight IX 375 took off at 9.17am Wednesday. After the snag was detected, the pilot contacted air traffic control and the airport authority issued a ‘local standby’ and made necessary preparations. **TNN**

It's The Report, Not The Reporting

AAIB's first findings on AI 171 were presented in a way that encouraged speculations on pilot action. Credible alternative possibilities centered on machine malfunction were not given due attention

D Raghunandan



In his statement on AI 171's crash, civil aviation minister Rammohan Naidu told Rajya Sabha that AAIB was conducting an unbiased, transparent inquiry. He was critical of various narratives in media, especially by foreign news outlets. The problem is, AAIB's report itself opened the door to such speculative reportage on pilot action.

The report is expected to only place facts as discovered, and not pass judgment on cause, nor make recommendations. However, AAIB did just that. The report presents facts selectively, makes veiled suggestions, and points to pilot action. AAIB did nothing to prevent media leaks, even of pilot remarks not given in its report. It has also not held a single press briefing that could have demonstrated transparency, quashed rumours and reassured stakeholders and the public.

The report surprisingly deals with fuel switches in its very first substantive paragraph. It discusses at length early design problems that were rectified, Boeing's corrective advisories, and Air India's reasonable maintenance record including for this aircraft. Inadvertent movement of faulty switches is thus ruled out.

On the crash itself, the report zeroes in on the fuel switches going from 'Run' or 'On' for take-off to 'Cut-Off', both engines losing thrust, the switches turning back to 'Run' for attempted restart, engines relighting but unable to regain thrust, then the crash. Pilot action is clearly implied, since the switches themselves were deemed okay.

This point is underlined by the report noting that one pilot asked, "Why did you cut off," the other replying, "I didn't" or words to that effect, followed by the mayday call. A transcript would have provided important context, but only this paraphrased exchange is given. It is hardly surprising that media would pick up on pilot action, then speculate further.

Again drawing partial conclusions, the report virtually exonerates Boeing and General Electric, stating "there are no recommended actions to B787-8 and/or GE". Air India has said it too has received no

recommendations for action. However, DGCA did later call for an inspection of fuel switches in relevant Boeing aircraft in India, followed by similar actions for airlines in Japan, South Korea among others.

In jumping to conclusions on the fuel switches and pilot action, AAIB has missed other evidence and plausible directions for further inquiry, even though these issues have a history in Boeing 787s.

A growing number of experts are now of the opinion, as is your correspondent, that AI 171 may have experienced an electrical failure or malfunction almost immediately after take-off. Here's what to know:



- The sole survivor has recalled cabin lights flickering during the take-off roll. This would have triggered very similar events to those noted in the report.

- The Ram Air Turbine (RAT) to supply emergency power for hydraulics and other systems would have deployed.

- Fuel supply would have been cut off to both engines by the Full Authority Engine Control (FADEC) system, bypassing the cockpit fuel switches.

- Other electrical problems such as false signals from 'air/ground' sensors or electronic failures could also have led FADEC to execute a mid-air engine shutdown. Electrical failure or other issues also explain

omissions or gaps in the report.

- Timing of RAT deployment is omitted in the report, which only notes CCTV footage of take-off. This could prove crucial and needs to be determined.

- The report notes that a one-second interval between fuel supply to the two engines shutting down – deemed virtually impossible by most pilots for manual switch operations – may be due to automatic fuel shut-off by FADEC.

- Signals from engine shutdown could have led the pilot flying to wonder why fuel had been cut off, and the other to respond he hadn't done it – meaning FADEC had done it autonomously.

- The pilots would then have tried to restore power. However, since the fuel switches are still in 'run' position, FADEC having already bypassed them, the pilots would have to 'cycle' both switches – meaning move them first to 'cut-off', then back to 'run', similar to computers or smartphones being rebooted when they hang. That would explain the switch movement as noted in the report.

Experts recall many such incidents on the B787 earlier, such as the 2019 case involving the Japanese ANA airline, other problems with FADEC receiving false ground/air sensor signals, and a 2021 FAA Bulletin calling for replacement of a faulty micro-processor that sent false electrical signals on fuel supply. Unfortunately, the report does not look into this angle at all, but hopefully may do so upon further analysis.

AAIB, supposed to be an independent body, is not entirely at fault for these failings. The setting up of the investigation was not announced by AAIB, but by the minister, who also announced the institution of a high-

powered committee – with overlapping functions and authority. It's still not clear what this committee will do.

AAIB took a long time to decide if the black boxes were to be sent overseas or if the decoding would be done in AAIB's new lab, or if the new lab had the requisite capability. The data was finally downloaded in AAIB's Delhi lab using equipment flown in from US's NTSB.

Who knows how much pressure AAIB is under? The final report is due by about June 2026. AAIB has almost a year to write a report that doesn't raise the kind of questions its first attempt has.

The writer is with Delhi Science Forum & has worked in the aviation sector



Corporate Communications Directorate

THE TRIBUNE

DELHI

23 JULY 2025

Safety matters

Airlines must get their priorities right

INDIA's civil aviation sector has been under intense scrutiny after the June 12 plane crash that killed 260 people. Even as a preliminary probe report has led to myriad interpretations and conclusions, the general impression is that everything is not hunky-dory. Around 76 per cent of the respondents in a nationwide online survey believe that many airlines in India are spending more on publicity than on passenger safety. It is a classic case of misplaced priorities which shows that the rot runs deep.

The survey conducted by LocalCircles, a citizen engagement platform, also found that 64 per cent of these respondents had experienced at least one rough flight in the past three years, involving a difficult takeoff, landing or in-flight situation. The worrying state of affairs was summed up on Monday by the Ministry of Civil Aviation, which informed the Rajya Sabha that as many as nine showcause notices were issued to Air India regarding five 'identified' safety violations in the past six months. It was truly an eventful day on which the pressing issue of aviation safety resounded in Parliament — an aircraft veered off the runway during landing, another made an emergency landing, the exterior window frame of a plane came off mid-air, and a flight's takeoff was aborted at the last moment due to a technical snag. Fortunately, there was no loss of life or limb in these incidents, but passengers' confidence took a hit for sure.

It's high time various airlines realised that there simply can't be any compromise on safety. Efforts to attract more and more travellers through promotional campaigns can come to naught if the basics are given the go-by. Passengers deserve to be accorded a central place in the scheme of things; they must not be taken for granted. And the aviation regulator should be quick to take strict action whenever airlines cut corners on safety protocols.