



Corporate Communications Directorate

THE HINDU

CHENNAI

7 AUGUST 2025

9 workers at Chennai airport sacked for being part of a union

The Hindu Bureau
CHENNAI

Nine workers engaged in cargo work at Chennai airport have reportedly been terminated for being part of a union.

Vahidha Nizam, secretary of AITUC and president of Chennai Vimana Nilaya Cargo Thozhilalargal Sangam, said hundreds of workers are employed in the cargo area of Chennai airport, and that a significant number of them are part of the *sangam*.

Nearly a month ago, the employees sent a letter to AAI Cargo Logistics and Allied Services Company Ltd (AAICLAS) – which manages cargo operations at Chennai airport – and to its contractor who provides manpower.

“We informed AAICLAS and its contractor that there is a union here. It was only a letter of intimation. We wanted to have a cordial relationship with them. But soon after that letter reached the contractor, they terminated nine employees whose names were mentioned in the letterhead. These employees have faced the wrath of the management for the simple reason that they formed a union. The termination of employees is in gross violation of their constitutional rights. As per Section 5 of the Industrial Disputes Act, it amounts to ‘unfair labour practice’ that is a punishable offence,” Ms. Nizam said.

No response

She noted that despite repeated attempts to reach

Despite repeated attempts to reach out to the contractor on the issue, there has been no response, says secretary of AITUC Vahida Nizam

out to the contractor, there has been no response.

“We spoke to AAICLAS, which says this is between the workers and the contractor, and that it cannot intervene in the matter. But AAICLAS is the principal employer. It can speak to the contractor, resolve the issue, and get the workers reinstated,” Ms. Nizam added.

M. Murugan, general secretary of Chennai Vimana Nilaya Cargo Thozhilalargal Sangam and one of the employees who lost his job, said the previous contractors never objected to the formation of a union. “We relentlessly worked for 12 hours a day for years now, and this is what has happened to us. We are part of this union only to protect our rights when there is a violation or to ask for an increase in wages when needed. When everyone deserves a wage hike periodically, we too need it. I am now working as a cab driver to make ends meet but the others have not found any job yet,” he said. An official of AAICLAS said, the issue has to be resolved between the workers and the contractor. “The contractor offers a lot of benefits. We do not know why they (the employees) want to form a union,” the official added.



Corporate Communications Directorate

DAINIK BHASKAR

JAI PUR

6 AUGUST 2025

आतंकी हमले का अलर्ट, हवाईअड्डों की सुरक्षा बढ़ाने के निर्देश

मुंबई | नागरिक उड्डयन सुरक्षा ब्यूरो (बीसीएएस) ने देश के सभी एयरपोर्ट्स और हवाई ठिकानों पर सुरक्षा बढ़ाने के निर्देश दिए हैं। खुफिया इनपुट में 22 सितंबर से 2 अक्टूबर, 2025 के बीच आतंकी हमले की आशंका के बाद यह अलर्ट जारी किया गया है। इस संबंध में 4 अगस्त को जारी एडवाइजरी में सभी स्टाफ, कॉन्ट्रैक्टर्स और विजिटर्स की सख्त आईडी जांच, सीसीटीवी सिस्टम की लगातार निगरानी और सभी सुरक्षा उपकरणों की जांच को कहा गया है।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

7 AUGUST 2025

भुवनेश्वर एयरपोर्ट पर देश की पहली फ्लाइब्रेरी

भुवनेश्वर | भुवनेश्वर
एयरपोर्ट पर देश की
'फ्लाइब्रेरी' चल रही है। यह
देश की पहली ऐसी 'टेक-ए-
बुक' लाइब्रेरी है, जहां यात्री
बिना किसी पंजीकरण के फ्री
में किताबें ले सकते हैं, पढ़
सकते हैं। इस पहल में कुछ
महीनों में ही अलमारियों में
अंग्रेजी, हिंदी और ओड़िया
भाषाओं की 600 से ज्यादा
किताबें हो गई हैं। यहां
कोई स्टाफ नहीं, कोई नियम
नहीं है। आप चाहें तो पसंदीदा
किताब दान कर सकते हैं,
पढ़ने के लिए ले जा सकते
हैं, चाहें तो घर जाकर भी
कूरियर कर सकते हैं।



Corporate Communications Directorate

DESHBANDHU

DELHI

8 AUGUST 2025

खुफिया जानकारी के बाद हवाई अड्डे हाई अलर्ट पर

मुंबई। देश के हवाई अड्डों पर राष्ट्र-विरोधी तत्वों से संभावित खतरों की खुफिया जानकारी मिलने के बाद नागरिक उड्डयन सुरक्षा ब्यूरो ने सभी हवाई अड्डों के लिए गुरुवार को हाई अलर्ट जारी कर दिया। इस परामर्श में यात्रियों और उनके सामान की गहन जांच और हवाई अड्डे के कर्मचारियों की कड़ी निगरानी सहित दूसरे सुरक्षा उपायों को अपनाने के सख्त निर्देश दिए गए हैं। इसमें कहा गया है कि न केवल टर्मिनल क्षेत्रों में, बल्कि रनवे, हेलीपैड और उड़ान प्रशिक्षण संस्थानों में भी सुरक्षा उपायों पर अमल किया जाए।

पिछले 5 वर्षों में भारत के एयरपोर्ट्स में हुआ 96 हजार करोड़ रुपए का निवेश : मुरलीधर

नई दिल्ली, 7 अगस्त (एजेंसियां)। भारतीय विमानपत्तन प्राधिकरण (एएआई) और पब्लिक-प्राइवेट पार्टनरशिप (पीपीपी) ने हवाई यातायात में वृद्धि के साथ तालमेल बनाए रखने के लिए देश में हवाई अड्डों के विकास, अपग्रेड और आधुनिकीकरण पर वित्त वर्ष 2019-20 से वित्त वर्ष 2024-25 के दौरान 96,000 करोड़ रुपए से अधिक का पूंजीगत व्यय (कैपेक्स) किया है।

इस निवेश में से एएआई का हिस्सा 25,000 करोड़ रुपए से थोड़ा अधिक है। वहीं, बाकी का निवेश निजी एयरपोर्ट डेवलपर्स/ऑपरेटर्स की ओर से किया गया है। नागर विमानन राज्य मंत्रीमुरलीधर मोहोले ने बताया कि एएआई मुख्यतः अपने संसाधनों और क्षेत्रीय संपर्क योजना जैसे उड़े देश का आम नागरिक (आरसीएस-उड़ान) के पहले चरण के अंतर्गत बंद पड़े और कम सेवा वाले हवाई अड्डों, हेलीपोर्ट्स और जल हवाई अड्डों के पुनरुद्धार और अपग्रेड के लिए आवंटित 4,500 करोड़ रुपए के बजट में से पूंजीगत व्यय करता है।

इसके अलावा, आरसीएस-उड़ान के



■ अपने स्वयं के स्रोतों से पूंजीगत व्यय करते हैं निजी एयरपोर्ट डेवलपर्स

दूसरे चरण में 2023-24 से 2025-26 की अवधि के दौरान अतिरिक्त हवाई अड्डों, हेलीपोर्ट्स, जल हवाई अड्डों और एडवांस्ड लैंडिंग ग्राउंड्स के पुनरुद्धार के लिए 1,000 करोड़ रुपए आवंटित किए गए हैं। उन्होंने आगे कहा कि निजी एयरपोर्ट डेवलपर्स अपने स्वयं के स्रोतों से पूंजीगत व्यय करते हैं। यह निवेश नए हवाई अड्डों, मौजूदा टर्मिनलों के विस्तार और मरम्मत, नई यात्री सुविधाओं को जोड़ने, नए टर्मिनलों, मौजूदा रनवे, एप्रन के विस्तार और सुदृढ़ीकरण और कंट्रोल टावर व तकनीकी ब्लॉक जैसे एयर नेविगेशन सेवाओं (एएनएस) के कार्यों में किया गया है।

Man, who attempted to smuggle Indian star tortoises, distracted authorities & fled airport

ASRA MAVAD
BENGALURU, DHNS

A consignment of 896 Indian star tortoises was seized by customs officials at Bengaluru's Kempegowda International Airport (KIA) on Tuesday.

Identified as Abdul Mohamed Kasim from Tamil Nadu, he was flying to Kuala Lumpur on Malaysia Airlines (MH193). He had packed the tortoises in bed sheets and pillow covers, stuffing them inside his check-in baggage.

Kasim entered the airport around 10 pm. When he sensed trouble around noon, he changed his clothes, misled officials by claiming he had entered Terminal 2 by mistake and escaped by booking a cab.



A consignment of 896 Indian star tortoises was seized at KIA on Tuesday.

“The customs officials noticed movement in the baggage and became suspicious. As they began inspecting, the accused distracted them and fled,” said a source at the airport.

All 896 tortoises were found alive and will be released into a

protected wildlife zone by the Forest Department.

This is the third wildlife smuggling case at KIA in the last 15 days. Officials said the airport has become a growing hub for trafficking animals such as tortoises, turtles, gibbons, and exotic birds.

“These are just the cases we have caught. Many others may be flying under the radar,” said a Forest Department official. He stressed the need for stronger coordination among customs, airport authorities, and the Forest Department.

Meeting today

Forest department officials will meet the Joint Commissioner of Customs on Thursday to discuss tighter measures.



Waghala, Heteraya, Nagel, Wagru, Haldikara, Haliwappa, and Haliwappa—these are just some of the many names by which the awe-inspiring tiger is known among forest dwellers across Karnataka. These names are not merely linguistic variations. They reflect deep devotion among Kanak, Soliga, Halayaia and Kanaksha communities.

For these communities, the tiger is not just a predator and prey, it is a deity, a divine being who rules the land. To be in harmony with this king of the forest, they believe, is to ensure a win-win relationship for both humans and the beast.

Long before the world began observing International Tiger Day on July 29, celebrated globally since 2010, forest communities in India—including those in Karnataka's Western Ghats and coastal tiger territories—have worshipped the big cat.

For centuries, certain rituals have marked the tiger's life cycle. For instance, when newlywed daughters or daughters-in-law pass through forested paths on their way to their husband's home, families seek the tiger's protection for a safe journey. Similarly, prayers are offered at the start of the harvest season or before cattle are sent to graze in the forest.

This kind of reverence and ritual can be seen clearly in the town of Laxadi in Belagavi district, where the Waghalia temple stands as a symbol of enduring devotion. Locals say the recently renovated temple is more than 300 years old. It was once surrounded by dense forest, until railway tracks laid during British rule fragmented the landscape and brought human settlements closer.

Ravishankar Menchi, a priest from the Kanaksha community, recalls how the temple served as a ritual starting point for brides heading to their new homes. "The entire village would gather at the temple and pray to Lord Waghalia to keep her safe as she passed through the forest path," he says.

Each day, Waghalia is honoured with special prayers during the ten days of Dasara. Devotional songs or Mantra echo through the temple, sung by members of the Kanaksha community. On Mondays and new moon days, rituals are held to seek protection from the tiger deity. "No labourer will begin harvesting in nearby fields without offering prayers to Waghalia first," says Menchi.

Elevated status
Beyond individual temples, the belief system itself gives the tiger an elevated place in spiritual life. There are sacred sites where the tiger is worshipped even before Lord Ganesh, who traditionally receives the first prayers in Hindu rituals. In some places, the tiger is venerated as the mount of deities in return, it is worshipped as a deity in its own right. For the Soliga community, tiger worship is not a seasonal ritual

The tiger at the threshold

Many of Karnataka's indigenous communities worship the tiger in groves and through rituals. **Pavan Kumar H** explores how these traditions continue to offer lessons in co-existence



People throng to worship tiger deities in Arakata taluk (above) and Yellapur taluk (below) in Uttara Karnataka district.



but an intrinsic part of daily life. Frequently cited as a model of human-animal co-existence, the Soligas do not see the tiger merely as the mount of their deity, Male Mahadevswara.

"Every Soliga child grows up learning hundreds of songs praising the tiger's strength and grace. Haliwappa is our judge. We believe he punishes those who harm the community or break the laws of the forest," says Soliga leader Dr C Madegowda E san B H Hills.

Tiger worship among the Soligas peaks during Ugadi and the harvest season. From February to May, community members carry tiger idols in processions as part of seasonal rituals that reinforce their

respect for the animal. Sateena Agnihotri, who has extensively studied the Soliga in films, explains that defying a wild animal was a conscious way to ensure its protection.

Early in his communities, it is noted that safeguarding the tiger also meant preserving the forest around it.

"A time when tigers are rapidly losing their habitat and human-tiger conflicts are rising, there is much to learn from this so traditional practice. This reminds us that observing the tiger's presence, an umbrella species, is also a way of observing the forest itself," she adds.

This reverence is shared across

regions. In Uttara Karnataka, Dakshina Kannada and Udupi districts, there are hundreds of Haliwappa temples and sacred groves dedicated to tigers. In Jevda taluk, for instance, the Kanaksha community places the tiger third in their religious hierarchy. "After our local deity and the Sathabudhalak, the tiger or Wagru is our most important god. During Holi, we offer him special prayers," says community member Anand Berekar.

According to him, the tiger is regarded as a leader or Nayak. Every household has either a statue or a stone that serves as a site of worship. "Though we have lived among tigers for centuries, we a single one has been mistreated or killed a member of our community. We believe a tiger will attack only if one commits an unpardonable sin. In such cases, we perform special prayers as one of the tiger's sacred sites as an act of reverence," he says.

Agreement also notes that the tiger defines the boundaries between its territory and human habitation. "This understanding ensures that we do not over-exploit minor forest produce from protected areas.

Today, the modern forest department's border system is breaching these boundaries, leading to more human-animal conflict."

Further south, in Yellapur and neighbouring areas, the tiger is revered with an added sense of fear. Members of the Halayaia community offer one coconut for each head of cattle they own, a gesture of supplication to the tiger.

During the holy month of Karthika, as the rest of the country celebrates Deepavali, the Halayaia begin their rituals with prayers to the tiger before turning to their own.

Conservation
Environmentalists Shivamunda Kulkarni explains that the practice of holistic reverence—one coconut for every cattle tail—is a prayer asking the tiger not to harm their livestock when grazing. Here, the Haldikara temples are not located within villages, but close to the jungle.

"The presence of such temples is a proof that tigers once lived in these areas. Within half a kilometre of each site, there is usually a perennial water source. These forest patches were left untouched by humans in reverence for the tiger," Kulkarni says. He has documented more than 200 such places between the hills and Yellapur in Uttara Karnataka.

"Not all of these temples have tiger idols. Some are marked by stones, boulders or trees that were known tiger haunts. The Malnad region is dotted with many such Haldikara and Haldikara," he adds. While many experts agree that these traditions mean in part from fear, they also acknowledge the role such beliefs have played in creating safe spaces for wildlife. These cultural practices, born of necessity and respect, have quietly contributed to conservation for generations.

FEED!
Tiger idols are worshipped in villages.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

8 AUGUST 2025

DELHI AIRPORT ON HIGH ALERT AFTER INTEL WARNING ABOUT TERROR

Neha LM Tripathi

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NEW DELHI: The Bureau of Civil Aviation Security (BCAS), the security arm of the civil aviation ministry, has issued an order directing all stakeholders to maintain "heightened surveillance" at Delhi's Indira Gandhi International (IGI) Airport following intelligence inputs suggesting a potential attack.

Dated August 5, the order was sent to Airports Authority of India (AAI), CISF, Indian Air Force, airport operators, and police commissioners. It came a day after BCAS issued a general advisory warning of possible threats from "anti-social elements."

"Agencies have highlighted a high probability of an attack at IGI Airport... however, no specific timeline has been provided. Accordingly, heightened surveillance and security measures must be implemented," the order stated.

AIRPORT TERMINAL 1D CANOPY COLLAPSE

Panel blames 'inferior workmanship', DIAL says it is 'satisfactory'



One person was killed after a portion of a canopy at Delhi airport's T1 collapsed in June last year during heavy rain. File

DEVANSH MITTAL
NEW DELHI, AUGUST 7

RETROFITTING KEY structural elements, upgrading drainage systems, and rechecking the design and seismic safety of Terminal 1D at Delhi Airport – these were some of the measures taken by the Delhi International Airport Limited (DIAL) to ensure there is no repeat of June last year's incident when a portion of the canopy at the departure forecourt had collapsed during heavy rain, killing one person.

After the last year's incident killed 45-year-old cab driver Ramesh Kumar and injured nine others, the Ministry of Civil Aviation formed a high-level committee comprising structural engineers from IIT Delhi and IIT Jammu to look into the matter.

DIAL had then stated that the primary cause of the collapse seemed to be continued heavy rain, pointing out that the city had received the highest 24-hour rainfall on June 28 – the day of the incident – since 1936.

In a report submitted to the Directorate General of Civil Aviation (DGCA) on October 1 last year, the committee had flagged discrepancies in design, workmanship, and maintenance as possible reasons behind the canopy collapse and recommended measures.

The *Indian Express* has accessed the report under the Right to Information Act.

Talking to *The Indian Express*, a DIAL spokesperson said it had responded to the committee with additional information, design calculations, and test reports of National Accreditation Board for Testing and Calibration Laboratories (NABL)-accredited agencies, proving that the "design and the workmanship are satisfactory".

The committee found that the canopy collapse was primarily caused by the failure of a welded joint at a key connection between a horizontal beam and a flared column. In its report, the committee said the design had assumed the beam to be connected at the top of the column, but on site, it was welded "at an intermediate level below the top ends", which changed the path through which forces were transferred and increased stress at the welded joint.

"Most of the welds were not properly executed," the report said, pointing to "inferior workmanship in fabrication and exe-

cution, particularly welded connections".

"Incessant rain caused an accumulation of water on the roof, and the capacity of the welded connection was finally breached," the report said, specifying that the final trigger was the incessant rain, and the weld cracked due to its inferior quality. It added that once the joint failed, the structure experienced a "sequential failure of different structural elements".

The report also found that the live load was underestimated. While the Bureau of Indian Standards (BIS) mandates 0.75 kPa for such structures, the report noted that only 0.5 kPa had been considered. It also said the design had not adequately accounted for rainwater accumulation.

"The detailing and design of connections, particularly welding connections, have not been carried out adequately. In the absence of any documents, it appeared that this important aspect was left to the fabricators for their own interpretation/execution," it added.

The panel recommended a thorough inspection and investigation by a specialised agency of the portion of the canopy which did not collapse.

The DIAL told *The Indian Express* that the said structure was found safe in an inspection carried out by Cortex Construction Solutions, and the test results validated by IIT Banaras Hindu University. The structure was also studied by I&T's Engineering, Design & Research Centre (EDRC) before reconstruction works were started.

Asked if the seismic force calculations and load transfer mechanisms flagged in the IIT report had been re-evaluated, DIAL said these had been checked and were "as per standard IS code provisions, and no lacuna". It also said design earthquake forces for the non-collapsed structure had been compared with original assumptions and "found to be in order".

On the committee raising concerns about the use of "stub plates" – thin welded plates used to support purlins – which it described as "not a suitable structural element for taking the loads", DIAL said, "Stub plate load carrying capacity was found to be in order," adding that no stub plates were found to be inadequate.

On the issue of drainage, which the panel said may have contributed to water accumulation over the collapsed section, DIAL said modifications had been carried out.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

7 AUGUST 2025

Air India will fully resume int'l flights by Oct. 1, says CEO

NEW DELHI, AUG. 6: Air India is all set to resume its full-scale international services from October 1, 2025, marking a significant step toward restoring normalcy after a temporary suspension due to Ahmedabad plane incident on June 12 this year, which led to an extensive internal safety review.

Air India CEO Campbell Wilson on Wednesday confirmed that the airline began a phased restoration of international flights from August 1, with complete resumption targeted for October 1.

Acknowledging the challenges faced in recent weeks, Mr Wilson assured passengers that the airline is working diligently to improve its internal systems. He also emphasised the airline's commitment to minimising disruption and ensuring a smoother travel experience in the future. On June 12, a London Gatwick-bound Air India's Boeing 737-8 aircraft crashed into a building soon after take-off, killing 260 people.

Since then, the Tata Group-owned carrier has carried out various



Campbell Wilson

checks on its Boeing 737 and 787 planes. In recent weeks, some of the flights have either been cancelled or delayed due to technical issues. Against this backdrop, Wilson, on Wednesday, acknowledged that there have been some operational challenges over the last few weeks that may have impacted the travel experience.

"Rest assured, we take this seriously and we are committed to strengthening our internal processes to minimise the inconvenience that such circumstances cause to you," the Air India CEO and MD said in a message to the customers. Listing out various steps taken since the fatal crash of AI171 flight, Wilson said detailed inspections of its Boeing 787-8 and 787-9 aircraft were done and no issues were found during the inspections. — PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

8 AUGUST 2025

इस साल विमानों में तकनीकी खराबी के आए 190 मामले

नई दिल्ली। नागरिक उड़्डयन राज्यमंत्री मुरलीधर मोहोले ने लोकसभा में एक प्रश्न का जवाब देते हुए बताया कि इस साल 21 जुलाई तक विमानों में तकनीकी खराबी के कुल 190 मामले सामने आए हैं। जबकि, पिछले साल तकनीकी खराबी के 421 मामले दर्ज हुए थे। उन्होंने कहा कि तकनीकी खराबी विमानों में होने वाली एक सामान्य घटना है, जो विमान पर लगे प्रणालियों/उपकरणों के अनुचित कार्य/खराबी व अन्य वजहों के कारण हो सकती है।

■ इस साल 2,458 उड़ानें रद्द या पुनर्निर्धारित : मोहोले ने लोकसभा में बताया कि अलग-अलग कारणों से इस साल अब तक एयरलाइनों ने 2,458 उड़ानें रद्द या पुनर्निर्धारित की हैं। इस साल इंडिगो को सबसे ज्यादा 1017 उड़ानें रद्द हुईं और 662 उड़ानें पुनर्निर्धारित की गईं। एक प्रश्न के जवाब में मंत्री ने कहा कि उड़ान में देरी और रद्द होने के कारण एयरलाइनों को अतिरिक्त ईंधन, चालक दल का ओवरटाइम, रखरखाव, हवाईअड्डा शुल्क और पुनः बुकिंग खर्च सहित लागत उठानी पड़ती है। व्यूरो



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

8 AUGUST 2025

विमान हादसे के 60 पीड़ित परिवार जाएंगे अमेरिकी कोर्ट

भास्कर न्यूज़ | अहमदाबाद

अहमदाबाद विमान हादसे में जान गंवाने वाले मृतकों के 60 परिवारों ने अमेरिका की कोर्ट जाने का फैसला किया है। इन परिवारों ने दुर्घटनाग्रस्त विमान की निर्माता कंपनी बोइंग के खिलाफ मुकदमा दायर करने की तैयारी की है। इसके लिए अमेरिकी विशेषज्ञ वकील माइक एंड्रयूज को नियुक्त किया गया है। इन परिवारों ने दुर्घटना की जांच पर सवाल उठाए हैं। परिवार की मांग है कि उन्हें कॉकपिट वॉयस रिकॉर्डर और फ्लाइट डेटा रिकॉर्डर का कच्चा डेटा दिया जाए, ताकि वे स्वतंत्र जांच करवा सकें।

हादसे में परिवार के तीन सदस्यों को गंवा चुकी तृप्ति सोनी के मुताबिक, आशंका है कि दुर्घटना की निष्पक्ष जांच नहीं होगी। पीड़ित परिवारों को भी जांच में शामिल किया जाना चाहिए। तृप्ति ने बताया, 'अब तक जो रिपोर्ट जारी की गई है, वह सवालों के जवाब देने के बजाए नए सवाल खड़े करती है। एअर इंडिया और बोइंग कंपनी का इसमें बहुत बड़ा आर्थिक हित है।' एंड्रयूज, गंभीर चोट और अप्राकृतिक मृत्यु के मामलों के विशेषज्ञ हैं। इससे पहले वे फोर्ड और वोक्सवैगन समेत कई विमान, ट्रक और कार बनाने वाली कंपनियों के खिलाफ भी कई केस लड़ चुके हैं।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

8 AUGUST 2025

बेंगलुरु जा रहे विमान का यात्री ने खोला इमरजेंसी गेट

जागरण संवाददाता, वाराणसी : लालबहादुर शास्त्री अंतरराष्ट्रीय हवाई अड्डे पर गुरुवार रात वाराणसी से बेंगलुरु जाने के लिए एअर से रनवे पर जा रहे विमान के एक यात्री ने अचानक इमरजेंसी गेट खोल दिया। इससे विमान में अफरा-तफरी मच गई। पायलट विमान को वापस एअर पर ले आया। उसके बाद यात्री को विमान से उतारकर सुरक्षाकर्मियों को सौंप दिया गया। इस कारण विमान एक घंटे देरी से रवाना हो सका। जानकारी के अनुसार, अकासा एयरलाइंस का विमान

क्यूपी 1491 मुंबई से उड़ान भरकर वाराणसी एयरपोर्ट पर शाम 7:20 बजे पहुंचा। वही विमान क्यूपी 1424 बनकर वाराणसी से बेंगलुरु के लिए शाम 7:55 बजे उड़ान भरने के लिए एअर से रनवे की ओर जा रहा था। इस दौरान कू मेंबर यात्रियों को सुरक्षा नियमों जानकारी देते हुए इमरजेंसी गेट खोलने का तरीका भी बताया। इस बीच सुलतानपुर निवासी यात्री अजय तिवारी ने विमान का इमरजेंसी डोर खोल दिया। पायलट ने एटीसी से संपर्क किया और विमान को वापस लेकर आया।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

8 AUGUST 2025

एअर इंडिया की अंतरराष्ट्रीय उड़ानें एक अक्टूबर से पूरी तरह होंगी बहाल

नई दिल्ली, प्रेटर: एअर इंडिया की अंतरराष्ट्रीय उड़ानें पूरी तरह बहाल हो सकती हैं। एअर इंडिया के सीईओ कैपबेल विल्सन ने बताया कि एयरलाइन ने एक अगस्त से अंतरराष्ट्रीय उड़ानों की चरणबद्ध बहाली शुरू कर दी है और एक अक्टूबर तक सभी सेवाओं को पूरी तरह बहाल किए जाने की उम्मीद है।

उन्होंने उम्मीद जताई कि चरणबद्ध बहाली के दौरान यात्रा अनुभव बेहतर होगा। गौरतलब है कि 12 जून को अहमदाबाद विमान हादसे के बाद एअर इंडिया ने अंतरराष्ट्रीय उड़ानों पर रोक लगा दी थी। लंदन जा रहा एअर इंडिया का बोइंग विमान हादसे का शिकार हो गया था, जिसमें 260 लोगों की मौत हो गई थी। उसके बाद से विमान उड़ानों में लगातार सावधानी बरती जा रही है। उसके बाद से उड़ानों में गड़बड़ी पर रोक लगाई जा रही है। एअर इंडिया के प्रमुख ने कहा कि कड़े सुरक्षा प्रोटोकाल के तहत उड़ान भरने से पहले हर विमान की गहन जांच की जाती है।

उन्होंने इस बात पर जोर दिया कि एयरलाइन परिचालन चुनौतियों को

पायलटों की मानसिक सेहत के लिए लांच किया गया एप

एअर इंडिया ने पायलटों, चालक दल सदस्यों और उनके परिवारों के लिए मानसिक सेहत एप शुरू किया है। इसमें मनोचिकित्सा सत्र की सुविधा उपलब्ध होगी। सूत्रों के अनुसार, एप में जर्नलिंग, मूड और गोल ट्रेकिंग टूल्स के साथ एआई चैटबॉट सपोर्ट भी है। इसमें यूजर अपनी सुविधा के अनुसार विशेषज्ञ चुनकर सीधे सत्र बुक कर सकेंगे। यह कदम अहमदाबाद विमान हादसे के बाद उठाया गया है।

कम करने के लिए आंतरिक प्रक्रियाओं को मजबूत कर रही है। उन्होंने भरोसा दिलाया कि यात्रियों की सुरक्षा और सुविधा के लिए कठोर और बहुस्तरीय सुरक्षा प्रोटोकाल लागू हैं। उन्होंने ग्राहकों को संदेश में कहा, हम इस मुद्दे को गंभीरता से लेते हैं और ऐसी परिस्थितियों से होने वाली असुविधा को कम करने के लिए काम कर रहे हैं।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

8 AUGUST 2025

■ Airlines Report 190 Tech Glitches: Govt



NEW DELHI Airlines have reported 190 technical glitches in aircraft this year up to July 21, compared to

421 for the entire year of 2024, the government said on Thursday. Minister of State for Civil Aviation Murlidhar Mohol, in a written reply to the Lok Sabha, stated that technical snags are common in aircraft and may result from malfunction or improper functioning of components, systems, or accessories.

AI-171 victim families hire firm that sued Boeing for 737 lapses

Maulik Pathak

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AHMEDABAD: Families of 65 victims from Air India Flight AI-171's deadly crash have hired Beasley Allen, a prominent US aviation law firm that represented families in the Boeing 737 MAX disasters, to pursue legal action against Boeing and Air India.

The firm, led by aviation attorney D Michael Andrews, is exploring product liability claims against Boeing in US federal courts and Montreal Convention claims against Air India in UK courts, though no lawsuits have been filed yet.

"Our firm presently represents families of 65 victims. We are determined to follow the data to uncover how and why this tragedy occurred," Andrews said. "The families deserve answers and are pleading for transparency."

The Boeing 737 MAX cases that established Beasley Allen's reputation involved two crashes that killed 346 people between 2018 and 2019 - Lion Air Flight 610 in Indonesia and Ethiopian Airlines Flight 302 in Ethiopia. Boeing ultimately paid \$2.5 billion under a 2021 deferred prosecution agreement, including a \$243.6 million criminal penalty, \$1.77 billion to airlines, and \$500 million for crash victim families.

Boeing has since settled more than 90% of the claims and paid billions more in individual compensation to families, with the company acknowledging liability for the crashes caused by the



The firm is exploring product liability claims against Boeing in US federal courts. RAJU SHINDE/HT PHOTO

faulty Maneuvering Characteristics Augmentation System (MCAS), US Department of Justice records showed.

The causes for the crash of flight AI-171, a Boeing 787-8 Dreamliner bound for London Gatwick, from Ahmedabad on June 12, is not yet clear. The plane crashed shortly after take-off, killing 241 people aboard and 19 on the ground. Vishwash Kumar Ramesh was the sole survivor. The victims included 181 Indian nationals and 52 UK citizens.

Andrews disputed findings in the interim report by the Aircraft Accident Investigation Board (AAIB), which suggests potential pilot action. The law firm executive argued that a Flight Data Recorder only detects changes in electrical current, not manual switch movements. This, he said, raises the possibility that a computer-triggered fault, rather than

human error, that caused both engine fuel control switches to send a CUTOFF signal.

He urged Indian authorities to release all data, including cockpit voice recorder transcripts, to enable global experts to assess the cause comprehensively, warning that selective information could lead to misinterpretation.

"I suspect a technical or design fault is being concealed, with blame shifted to the pilots," said Trupti Soni, who lost three relatives in the crash and hired the firm to seek accountability.

The preliminary report also paraphrased conversation from the cockpit voice recorder capturing one pilot questioning the other on why the fuel was cut-off, with the other denying responsibility. The report did not identify which of the pilots said what.

Andrews highlighted recent Boeing 787 incidents to suggest systemic problems: a United Airlines flight from Dulles to Munich declared a Mayday and returned

due to engine failure, whilst a LATAM flight experienced Ram Air Turbine deployment, typically triggered by significant power or hydraulic failure.

The Aircraft Accident Investigation Bureau of India leads the inquiry with participation from the US National Transportation Safety Board, the UK's Air Accidents Investigation Branch and Boeing representatives.

Imtiaz Ali, whose brother Javed, wife and two children—all British nationals—died in the crash, said he plans to initiate legal action within two months, hoping for court judgements within two years.

Under the legal agreement, families pay no fees unless financial recovery is secured. If clients terminate representation, Beasley Allen retains a lien of either 30% of the most recent settlement offer or an amount equal to accrued time and expenses, whichever is greater. The firm may withdraw if it deems the case cannot proceed, and no specific outcomes are guaranteed.

The Tata Group, which owns Air India, offered ex gratia compensation of ₹1 crore for families of deceased passengers and ₹25 lakh for ground victims. The company established the AI-171 Memorial and Welfare Trust with ₹500 crore, funded equally by Tata Sons and Tata Trusts, to support affected families' long-term needs, particularly children who lost parents, by providing scholarships for education, medical coverage and financial assistance to ensure stability for dependents.

Boeing and Air India representatives did not respond to enquiries.



PICK OF THE DAY

Airlines' push for speed: Is safety becoming a casualty?

Those who flew in the 1960s and 1970s may remember how flying was a relatively relaxed and pleasurable experience. Of course, there were reports of untoward incidents, but these were extremely rare. By and large, flying was a happy, stress-free experience — for both passengers and airlines.

Then came the entry of private airlines. More aircraft, more slots, and more choice for the fliers. Run by the government, airports — especially in the metros — got busier, and their shortcomings soon became visible. The rules of the game, however, remained largely unchanged, and flying remained an exclusive club, out of reach for most.

Air Deccan's entry reset the paradigm — this time, by ushering in the low-fare flight revolution. Other companies followed, and flying became far more accessible, replacing train travel at the higher end for many, to save time. From 2004-05 to around 2019, fliers enjoyed having plenty of options and cheap fares, airline salaries rose as the business grew and began to deliver returns for some players. Indian airports, which had been languishing under government control, improved vastly under private stewardship and became comparable to some of the best globally.

Then came Covid-19 and halted everything for a bit.

But it is what has happened after the pandemic that is worrying. Even though flying today is much safer than five or six decades ago, the entire ecosystem now seems set to a frantic pace, making the whole experience more tense. Post Covid, leisure travel has come back with a vengeance, and business travel has limped back, albeit at a much slower clip. Airports — some with improved facilities given the private-sector funds pouring in — have become more crowded. And commanders and crew have emerged from the pandemic far more stressed than when it started.

Amid this, the near-hostile relationship developing between crew and management in almost all Indian airlines is deeply concerning. Crew members allege that an obsession to cut costs (and maximise profits) seems to have crept into the psyche of the carriers — including the market leader that sets the tone. In some ways, this penny pinching and the obsession with on-time efficiency runs counter to safety.

Let me elaborate on a few new practices that are of no benefit to the passenger and serve only one purpose: Maximising revenue and profit. These are on top of the additional costs imposed on passengers, such as clubbing food with drinks that I have written about earlier.

One is the near-constant endeavour by low-fare airlines to maximise the number of

hours each aircraft flies and cut aircraft turn-around times. This has often led to a situation where a long line of passengers looking to board a flight sweats it out in the vestibule, waiting while those who arrived on the same flight disembark. While this may be important for the carriers to reduce aircraft turn-around time, it makes fliers feel rushed and adds to the "assembly line" feeling of boarding a flight.

A senior airline insider and frequent flier asked me, "Why should I care how quickly the aircraft is turning around?", arguing that the Directorate General of Civil Aviation should be laying down the maximum number of hours an aircraft should be utilised rather than letting airlines push things to the breaking point. He argues that ground engineers, in particular, should be given ample time to declare an aircraft worthy of flying. In this mad rush, something might give. In the worst-case scenario, he points out, safety could be the casualty.

The obsession with on-time is also beginning to lead to frayed nerves — with both the check-in staff and those in charge of boarding pushed to less-than-pleasant interactions with passengers perceived to be causing delays. The ground staff often seems on the edge — almost as if their life depended on it, akin to

fast-delivery agents skipping red lights on the roads, risking their lives. Civility is the first casualty when a passenger is delayed for some unavoidable reason. Being on-time is great, but if it comes at the cost of customer experience and frayed nerves, one is not sure if that is worth it.

This is not to say all passengers are always easy, but the constant drumming of the "late is a four-letter word" message in the ears of ground staff has led to paranoia about performance and apathy towards the flier creeping in. Civility is one of the factors that distinguishes Indian airlines from most American and European carriers, a quality worth preserving. Do we really want to be brusque or even rude with elderly passengers, or refuse to accommodate someone who has a disability or is otherwise slow for some reason? Surely, we don't need to ape the West in their worst practices?

Another point is that commanders and crew are pressured by operations control and flight dispatchers on on-time take-off and reducing aircraft weight regardless of whether or not they are comfortable with the minimum equipment list (MEL) or even the fuelling requirements for the flight.

A former Jet captain who is now with one of the low-fare carriers says that at his former airline, he often had to point out that the aircraft was "over-fuelled", and even a small query on the MEL ensured prompt redressal. In his present airline, fuel is often at bare minimum, and dispatch is almost hounding the crew to take off on time, dismissive of MEL concerns. Caution, he argues, is being thrown to the winds.

This is a consequence of the low-fare philosophy of maximising profits — which *per se* is fine. But it can't come at any cost, overriding all other considerations, including safety. Ask any flier, and they would swear by the "better late than never" adage.



Anjali Bhargava

EVEN THOUGH FLYING TODAY IS MUCH SAFER THAN FIVE OR SIX DECADES AGO, THE ENTIRE ECOSYSTEM NOW SEEMS SET TO A FRANTIC PACE, MAKING THE WHOLE EXPERIENCE MORE TENSE.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

7 AUGUST 2025

Air India taps Singapore Air to bolster fleet upkeep after crash

Bloomberg

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Air India plans to lean on shareholder Singapore Airlines, or SIA, to move some aircraft maintenance services in-house instead of outsourcing them to a state-owned company, according to people familiar with the matter.

The Indian airline is preparing to take on pre-flight and daily aircraft inspections, minor repair work and other troubleshooting activities from state-owned AI Engineering Services Ltd, or AIESL, said the people, who weren't authorised to discuss the matter publicly.

The phased move away from AIESL follows a deadly crash in June—the cause of which remains unknown, a sectorwide safety audit and a temporary safety-related pause in service.

Air India was in the midst of a transformation under its new owners—the Tata Group bought the unprofitable former state-run carrier in 2022—when flight AI 171 crashed in the western city of Ahmedabad, killing all but one of the 242 people on board.



It will help Air India to move some aircraft maintenance services in-house. REUTERS

Gaining control of maintenance services was a part of Air India's restructuring plan even before the plane crash, but it had been put off in favour of getting more aircraft flying regularly and improving the experience on-board, the people said.

Concerns had been raised internally in the past as well about the service provided by AIESL, citing problems such as clogged toilets on flights, they said.

The Indian carrier "continues to work closely with AIESL. However, with our fleet expansion—570 aircraft including a

significant number of widebody jets—India's current MRO infrastructure is not equipped to support this scale," an Air India spokesperson said in an email. MRO refers to maintenance repair and overhaul services.

"To meet the demands of our future operations and ensure world-class reliability and safety, we must invest in building robust MRO capabilities and capacity within the country," the spokesperson added.

SIA, which owns 25.1% share of Air India, will help in the transition of those maintenance tasks to the airline's staff, the people said.

"As a significant minority shareholder in Air India, Singapore Airlines has been working closely" to support Air India's transformation plan, a SIA spokesperson said in an email. "This includes providing our expertise and support to Air India, where necessary."

Air India's relationship with SIA in terms of assistance with aircraft maintenance comes full circle as it had been the one helping the Singapore-based airline during the 1970s.



Corporate Communications Directorate

MINT

DELHI

8 AUGUST 2025

'Airlines reported 190 tech glitches in aircraft this year'

New Delhi: Airlines reported 190 technical glitches in aircraft this year till 21 July, the government said on Thursday. The minister of state for civil aviation Murlidhar Mohol, in a reply to the Lok Sabha, said technical snags are general phenomena in aircraft which may be caused due to improper function/ malfunction of components/system/accessories fitted on the aircraft. **PTI**



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

8 AUGUST 2025

दक्षेस और आसियान क्षेत्रों के लिए उड़ानें शुरू करेगी अकासा



नई दिल्ली (एजेंसी)। अकासा एयर ने बृहस्पतिवार को कहा कि वह अगले कुछ वर्षों में दक्षेस और आसियान क्षेत्रों के लिए उड़ानें शुरू करेगी। कंपनी ने अपनी स्थापना के

तीन साल पूरे कर लिए हैं। अकासा नवी मुंबई और नोएडा अंतरराष्ट्रीय हवाई अड्डों का लाभ उठाकर एक व्यापक नेटवर्क विकसित करेगी। अकासा एयर ने सात अगस्त, 2022 को परिचालन शुरू किया था और उसे उम्मीद है कि इस साल के अंत तक उसके बेड़े में 30 से ज्यादा विमान होंगे। इस समय एयरलाइन के पास 30 विमान हैं।

अकासा ने कहा कि, 'एयरलाइन दिल्ली जैसे प्रमुख बाजारों में अपनी उपस्थिति बढ़ाएगी और एक व्यापक नेटवर्क बनाने के लिए नवी मुंबई और नोएडा अंतरराष्ट्रीय हवाई अड्डों के बनने का लाभ उठाएगी।' अकासा एयर ने यह भी कहा कि वह अगले कुछ वर्षों में साक और आसियान सहित नए क्षेत्रों में प्रवेश करके अपनी वैश्विक उपस्थिति का विस्तार करेगी। भारत सहित आठ देश दक्षिण एशियाई क्षेत्रीय सहयोग संगठन (दक्षेस) का हिस्सा हैं। इनमें अन्य देश अफगानिस्तान, बांग्लादेश, भूटान, मालदीव, नेपाल, पाकिस्तान और श्रीलंका हैं। दक्षिण पूर्व एशियाई राष्ट्र संघ (आसियान) में 10 देश हैं।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

7 AUGUST 2025

साल 2025 में अब तक 6 विमान इंजन बंद और 3 मेडे कॉल की घटनाएं हुई : नागरिक उड्डयन मंत्रालय

नई दिल्ली। देश में इस साल कुल 6 विमान इंजन बंद होने और 3 मेडे कॉल की घटनाएं सामने आई हैं। यह जानकारी नागरिक उड्डयन मंत्रालय ने दी। नागरिक उड्डयन राज्यमंत्री मुरलीधर मोहोले के अनुसार, इंडिगो और स्पाइसजेट में से प्रत्येक एयरलाइन में दो-दो इंजन बंद होने की घटनाएं दर्ज हुईं, जबकि एयर इंडिया और एलायंस एयर में से प्रत्येक में एक-एक ऐसी घटना हुई। मेडे कॉल एक आपातकालीन संकेत होता है, जिसे पायलट उस समय देता है, जब विमान इमरजेंसी सिचुएशन का सामना करता है और तत्काल मदद की आवश्यकता होती है। यह कॉल एयर ट्रांफिक कंट्रोल को तीन बार मेडे कहकर दी जाती है। इस साल अब तक हुईं तीन मेडे कॉल की घटनाओं में एयर इंडिया, इंडिगो

और एयर इंडिया एक्सप्रेस शामिल हैं। इनमें से एक घटना में एयर इंडिया की फ्लाइट एआई-171 (जो अहमदाबाद से लंदन गैटविक जा रही थी) टेकऑफ के तुरंत बाद एक इमारत से टकराकर दुर्घटनाग्रस्त हो गई। यह हादसा 12 जून 2025 को हुआ था एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (एएआईबी) ने 12 जुलाई को इस दुर्घटना पर प्रारंभिक रिपोर्ट जारी की थी, जिसमें सिर्फ तथ्यात्मक जानकारी दी गई है। अभी तक किसी निष्कर्ष पर नहीं पहुंचा गया है और जांच जारी है।

एसीटी स्मार्ट वाईफाई : एसीटी फाइबरनेट ने आज एसीटी स्मार्ट वाईफाई के तहत एआई-पावर्ड मेश राउटर प्लान्स लॉन्च किए हैं, जो बड़े घरों में भी हर कोने तक सुपरफास्ट और

स्टेबल वाई-फाई कनेक्टिविटी सुनिश्चित करते हैं। चीफ मार्केटिंग ऑफिसर रवि कार्तिक ने बताया कि यह तकनीक स्मार्ट नेटवर्क ट्यूनिंग, निर्बाध रोमिंग और सेल्फ-हीलिंग नोड्स जैसी सुविधाओं से लैस है। प्लान्स की कीमत ₹799 से शुरू होती है।

निसान मैग्नाइट कूरो : निसान मोटर इंडिया ने निसान मैग्नाइट कूरो स्पेशल एडिशन को लॉन्च किया। ऑल-ब्लैक थीम, प्रीमियम स्टाइल और एडवांस्ड फीचर्स से लैस यह मॉडल ₹8.30 लाख (एक्स-शोरूम, दिल्ली) की शुरुआती कीमत पर उपलब्ध है। मैनेजिंग डायरेक्टर सौरभ वत्स ने बताया कि यह एडिशन ग्राहक अनुभव को बेहतर बनाते हुए डिजाइन और सेपटी का बेहतरीन संयोजन पेश करता है।



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THE TIMES OF INDIA

BANGALORE

7 AUGUST 2025

Bird-hit Air India Express flight aborts take-off

A Pune-Bhubaneswar Air India Express flight aborted its take-off after a bird hit the right engine while it was gaining pace Wednesday. "Flames started coming out of the engine," a flyer told TOI. The flight, which had 140 people on board, later returned to the bay. TNN



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THE TIMES OF INDIA

MUMBAI

7 AUGUST 2025

‘Your trust is valued’: AI CEO assures flyers of safety

TIMES NEWS NETWORK

New Delhi: The Maharaja is rolling out a campaign to restore passenger confidence after the fatal crash of Flight AI 171 in Ahmedabad—the airline’s first wide-body accident since 1978 and first major disaster since Air India-Indian Airlines merger and privatisation.

In a message sent to customers Wednesday, Air India MD and CEO Campbell Wilson said: “Whenever you choose to fly with Air India, know that your trust is valued and your journey safeguarded... through rigorous processes, advanced technology, and a deeply embedded culture of safety and care.”

The airline began a phased restoration of international services on Aug 1 and aims for full resumption by Oct 1. “This measured approach ensures we complete every verification thoroughly and resume service with complete confidence,” the MD and CEO said.

Wilson, a veteran of Singapore Airlines—which holds a 25% stake in Air India alongside majority owner Tata Group—acknowledged recent delays and operational snags since the crash.

“I acknowledge there have been

DGCA suspends Akasa Air pilot examiner for 6 months over lapses

Directorate General of Civil Aviation (DGCA) has suspended a designated examiner (DE) of Akasa Air for six months for violating rules during pilot skill tests. The airline claimed that it had voluntarily reported the violation to the regulator. An Akasa Air spokesperson said, “Safety is of utmost priority at Akasa. Each DE and every other employee of the company upholds this standard in its highest form. The primary objective of any DE at Akasa is to ensure that all training and assessments meet prescribed regulatory and safety standards.” TNN

some operational challenges... that may have impacted your travel experience,” he wrote. “Rest assured, we take this seriously.”

The London-bound Boeing 787 Dreamliner crashed on June 12, triggering regulatory scrutiny. DGCA has since flagged multiple alleged safety lapses and issued compliance directives on issues including flight scheduling and internal checks.



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THE TRIBUNE

DELHI

7 AUGUST 2025

AI to fully resume int'l flights by Oct 1

NEW DELHI Air India has announced that its international flight operations will be fully restored by October 1. The airline began a phased resumption of services from August 1, following a voluntary "Safety Pause" introduced in June after the AI171 incident. In a message to Maharaja Club members, CEO Campbell Wilson said the airline had completed thorough inspections across its Boeing 787-8 and 787-9 fleet. These checks were carried out under the supervision of the Directorate General of Civil Aviation, with no issues found. **ns**



Corporate Communications Directorate

THE TRIBUNE

DELHI

7 AUGUST 2025

Pak-linked threat sparks high alert at all airports

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, AUGUST 6

A nationwide security alert has been issued across India's aviation network following intelligence inputs about a possible terror threat between September 22 and October 2.

The Bureau of Civil Aviation Security (BCAS) has directed all agencies concerned to immediately ramp up security measures at airports and other civil aviation facilities.

"In view of the recent inputs received from the central security agency indicating a potential threat from anti-social elements or terrorist groups at airports during September 22 to October 2, all stakeholders at all airports are directed to enhance security measures at all civil aviation installations like airports, airstrips, airfields, air force stations and helipads," the BCAS stated in its August 4 advisory.

The alert is reportedly linked to a specific threat originating from a Pakistani terror group, according to

security sources.

While the exact nature of the plot remains classified, authorities have taken the warning seriously, given the timeline leading up to Gandhi Jayanti and the high passenger volume during the festival season.

The BCAS has called for full coordination between local police, the Central Industrial Security Force (CISF), Intelligence Bureau (IB) and other security agencies. "It has stressed that any alerts or intelligence received must be shared without delay with all relevant stakeholders to ensure a synchronised response," an official said.

The advisory has been sent to all key players in the aviation sector, including state police departments, airport operators and airlines. It emphasises the need for strict identity verification of airport staff, contractors and visitors. "All CCTV systems must be fully operational and monitored round the clock," the advisory added.