Delhi IGI chaos after ATC glitch, 800+ flights hit

■ *Snag resolved, systems functional, flight ops to be normal soon* ■ *Arrivals not affected*

VINEETA PANDEY
NEW DELHI, NOV. 7

Flight operations at the Delhi airport faced major disruption on Friday due to software issues with the air traffic control (ATC). Several aircraft could not take off on time as the automatic message switching system (AMSS), which supports ATC data, faced a glitch, forcing controllers to process flight plans manually. According to the Airports Authority of India (AAI), the technical issue was

▶ **ABOUT 800** flights were delayed and several cancelled. IndiGo, Air India, SpiceJet and Akasa Air said their flights were delayed at the Delhi airport due to a technical issue with the ATC system

resolved late in the evening, but by then departures of close to 800 flights were either delayed or cancelled. The arrivals were not affected.

According to airport sources, the engineers

worked overtime to rectify the technical glitch that started Thursday.

"The AAI at Indira Gandhi International Airport addressed a technical issue in the AMSS, which caused delays in processing flight plan messages. The issue was detected on November 6 in the IP-based AMSS system. Immediately, the review meeting was conducted..." the AAI said in a statement.

According to the AAI statement, "The original
■ **Turn to Page 4**

People wait outside the arrivals' exit at the Indira Gandhi International Airport in New Delhi on Friday.   — PTI

800+ flights hit due to snag

■ **Continued from Page 1**
equipment manufacturer was engaged, and additional staff were deployed to manually process flight plans for the air traffic control system... A team of Electronics Corporation of India Limited (ECIL) officials and AAI personnel is still on site. The AMSS systems are up and functional now. Due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon."

"Each aircraft has to submit a flight plan prior to operating. The AMSS provides the information for the auto-track system, which gives the flight plans. Due to the technical glitch, the ATC prepared the flight plans manually with available data, which is a time-consuming process leading to flight delays and air traffic congestion at the airport," the AAI said. The IGI airport, the country's busiest airport, handles more than 1,500 flight movements daily. On Friday about 800 flights were delayed and several cancelled, leading to chaos. IndiGo, Air India, SpiceJet and Akasa Air said their flights were delayed at the Delhi airport due to a technical issue with the ATC system.

Delhi Airport flights hit by air navigation system glitch

Rohit Vaid
New Delhi

Flight operations at the national capital's Indira Gandhi International Airport (IGIA) were severely disrupted on Friday after a key air navigation system suffered a technical glitch, industry sources told *businessline*.

The malfunction, which occurred late Thursday night, affected the Automatic Message Switching System (AMSS) — which is a key component used for processing air traffic data along with flight planning.

FLIGHT PLANNING
Accordingly, the outage forced ATC (at the Air Traffic Control) controllers to handle flight planning manually.

Industry estimated that over 400 flights were delayed at Delhi Airport as a result of the glitch, with both domestic and international schedules impacted.

The disruption led to airside congestion, along with extended turnaround times, and long waiting periods for passengers as only 10-15 departures were taking place per hour compared with the airport's usual average of about 60 departures per hour.

KNOCK-ON DELAYS
Besides, the cascading effect of the disruption was felt at other major airports, including Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA).

Flights at these airports experienced knock-on delays caused by the glitch.

On its part, the Airports Authority of India (AAI) — which manages air navigation services across the country — confirmed the issue and said that its technical teams were working on priority to restore normalcy.

"Flight operations at Delhi Airport are experiencing delays due to a technical issue in the AMSS, which supports Air Traffic Control data. Controllers are processing flight plans manually, leading to some delays. Technical teams are working to restore the system at the earliest," the AAI said in a statement.

MITIGATING IMPACT
Similarly, Delhi International Airport Ltd (DIAL) acknowledged the disruption, saying it was closely co-ordinating with AAI and airline operators to mitigate the impact. Meanwhile, late in the evening, the AAI confirmed that the AMSS system was functioning but there may be some delays due to the residual effect of the system malfunctioning.

CHAOS AT DELHI AIRPORT

Air traffic control glitch hits over 800 flights

AGENCIES
New Delhi, 7 November

Delhi airport, the busiest in India, plunged into chaos on Friday after a technical glitch in the air traffic control (ATC) system delayed more than 800 domestic and international flights, sources said.

There were long queues near boarding gates, according to sources, and hundreds of passengers were waiting inside the airport terminals for flight updates. The glitch prevented air traffic controllers from automatically receiving flight plans.

The Indira Gandhi International Airport (IGIA) in the national capital, one of the world's busiest, handles over 1,500 flight movements daily. Airlines have cancelled at least 20 flights, sources said. IndiGo, Air India, Air India Express, SpiceJet, and Akasa Air confirmed delays due to the ATC system issues.

The glitch delayed departures as well as arrivals due to congestion on the ground, according to news reports citing Flightra-

People wait outside the arrivals' exit at the Indira Gandhi International Airport, in New Delhi on Friday
PHOTO: PTI

dar24 data. The Airports Authority of India (AAI), which provides air traffic control and navigation services, late Friday evening said the technical issue in the air traffic control's Automatic Message Switching System (AMSS) that had caused flight delays at the

Delhi airport had been addressed and that the system "up and functional now".

Sources said the ATC system faced intermittent issues over the past two days, with the technical problem significantly impacting operations from around 5:45 am on Friday.

In a separate development, airlines in the US on Friday scrambled to cut 4 per cent of flights at 40 major airports after the government imposed an unprecedented cut in air travel citing concerns around air traffic control safety because of a record-setting government shutdown. The cuts include about 700 flights from the four largest carriers — American Airlines, Delta Air Lines, Southwest Airlines, and United Airlines — and are set to rise to 6 per cent on Tuesday and then 10 per cent by November 14 if the shutdown does not end.

PAGE 8
■ Hundreds of US flights cancelled amid shutdown

Air traffic control glitch hits over 800 flights at Delhi airport

Earlier in the day, Delhi airport operator DIAL (Delhi International Airport Ltd) had said in a post on X: "All airline operations at Delhi Airport are currently delayed. Authorities concerned are working on resolving the issue at the earliest."

Shares of IndiGo closed 2 per cent lower on Friday, while SpiceJet lost 1 per cent after the airlines, along with Air India Group, warned of delays. Carriers face the prospect of higher costs from passenger care expenses and refunds due to the delays. The malfunction also hit several international airlines.

The incident follows a ransomware attack in September that disrupted operations at several major European airports, affecting automated check-in systems and flight schedules.

दिल्ली से 300 उड़ानें प्रभावित

भाषा

नई दिल्ली, 7 नवंबर

दिल्ली हवाई अड्डे पर आज हवाई यातायात नियंत्रण प्रणाली (एटीसी) में तकनीकी खामी के कारण लगभग 300 घरेलू और अंतरराष्ट्रीय उड़ानों में देरी हुई और सैकड़ों यात्रियों को परेशानी का सामना करना पड़ा। हवाई अड्डे पर सभी विमान कंपनियों की उड़ानें प्रभावित हुईं। देर शाम तक अधिकारी खामी को दुरुस्त करने में जुटे थे। विमान कंपनियों इंडिगो, एयर इंडिया, स्पाइसजेट और अकासा एयर ने कहा कि हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। राष्ट्रीय राजधानी का इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे से हर दिन 1,500 से अधिक उड़ानें संचालित होती हैं और यह देश का सबसे व्यस्त हवाई अड्डा है।

भारतीय विमानपत्तन प्राधिकरण (एएआई) ने कहा कि 'ऑटोमैटिक मैसेज स्विचिंग सिस्टम' (एएमएसएस) में तकनीकी खामी के कारण दिल्ली हवाई अड्डे पर उड़ान संचालन में देरी का सामना करना पड़ रहा है। एएआई हवाई यातायात नियंत्रण और नेविगेशन सेवाएं प्रदान करता है। प्राधिकरण ने कहा कि तकनीकी टीमें जल्द से जल्द प्रणाली को बहाल करने के लिए काम कर रही हैं।

दिल्ली हवाई अड्डे का संचालन दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डायल) करता है। डायल ने अपराह्न 1 बजकर 42 मिनट पर एक्स पर एक पोस्ट में कहा, 'दिल्ली हवाई अड्डे पर सभी विमानों के परिचालन में फिलहाल देरी हो रही है। संबंधित अधिकारी इस समस्या का जल्द से जल्द समाधान निकालने के लिए काम कर रहे हैं।' सूत्रों के अनुसार बोर्डिंग गेट के पास लंबी कतारें लगी हुई थीं

और सैकड़ों यात्री हवाई अड्डा टर्मिनल के अंदर उड़ान की जानकारी के लिए इंतज़ार कर रहे थे। सूत्रों ने बताया कि गुरुवार शाम से तकनीकी समस्याओं के कारण हवाई यातायात नियंत्रक स्वचालित रूप से उड़ान योजनाएं प्राप्त करने में असमर्थ हैं। उन्होंने बताया कि एएमएसएस में कुछ समस्या है। यह ऑटो ट्रैक सिस्टम (एएमएस) के लिए सूचना उपलब्ध कराता है, जो उड़ान योजनाएं प्रदान करता है। सूत्रों ने बताया कि प्रणाली में जारी समस्याओं के कारण हवाई यातायात नियंत्रक उपलब्ध आंकड़ों के आधार पर मैन्युअल रूप से उड़ान योजनाएं तैयार कर रहे हैं, जिसमें समय लगता है और इसके परिणामस्वरूप कई उड़ानों में देरी हो रही है।

उड़ानों पर नजर रखने वाली एक वेबसाइट पर उपलब्ध जानकारी से पता चला है कि हवाई अड्डे पर लगभग 300 उड़ानों में देरी हुई है और दिल्ली हवाई अड्डे पर प्रस्थान करने वाली उड़ानों में देरी लगभग 50 मिनट की है। विमानन कंपनी इंडिगो ने एक्स पर एक पोस्ट में कहा, 'एयर ट्रैफिक कंट्रोल डेटा का समर्थन करने वाले ऑटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में तकनीकी खामी के कारण, दिल्ली हवाई अड्डे और उत्तरी क्षेत्र के कुछ अन्य हवाई अड्डों पर सभी एयरलाइन की उड़ानों में देरी हो रही है।'

Technical Glitch, GPS Spoofing Disrupt 350 Flights at Delhi Airport

Civil aviation ministry says issue resolved, normal ops resuming

Our Bureau

Mumbai: Flight operations at Indira Gandhi International Airport (IGIA), India's busiest aviation hub, were severely disrupted on Friday morning after a malfunction in the Air Traffic Control (ATC) messaging system and concurrent GPS spoofing incidents over Delhi airspace forced controllers to switch to manual flight planning. The slowdown delayed more than 350 flights, both arrivals and departures, through the day. The technical fault has since been resolved, according to the civil aviation ministry.

The Airports Authority of India (AAI) said flight operations at Delhi were affected by a "technical issue in the Automatic Message Switching System (AMSS), which supports Air Traffic Control data." It said controllers were processing flight plans manually and that technical teams were working to restore the system at the earliest. "We appreciate the understanding and cooperation of all passengers and stakeholders," AAI said.

Passengers at IGI Airport on Friday

Delhi International Airport Ltd (DIAL), which runs the aerodrome, said, "We regret the disruption being experienced at IGIA due to a technical issue at ATC that is affecting flight operations. This matter is being addressed on priority in close coordination with ATC, DIAL, and other stakeholders." It asked passengers to follow airline advisories for revised schedules.

Airlines including IndiGo, Air India, SpiceJet, and Air India Express issued separate statements as long queues and congestion were reported across terminals. IndiGo said it understood the inconvenience caused by the AMSS issue and that its teams were "doing their utmost to ensure your journey remains as smooth as possible." Air India said a third-party network issue had earlier affected check-in systems at some airports, delaying departures of several airlines, though the system had since been restored.

Later in the day, the civil aviation ministry said AAI has resolved a technical fault in the AMSS, which had delayed the processing of flight plans. "The AMSS systems are up and functional now. Due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon," the ministry said in a statement. It added that officials, along with the AMSS OEM, were immediately deployed to manually process flight plans and ensure uninterrupted and safe air traffic operations.

Tech glitch delays over 400 flights at Delhi airport

NITIN KUMAR
New Delhi, November 7

MORE THAN 400 flights at Indira Gandhi International Airport were hit by delays on Friday after a malfunction in the automatic message switching system (AMSS) slowed down air traffic control operations, leading to controllers processing flight plans manually.

The disruption affected both arrivals and departures at the country's busiest airport, leading to long queues and delays across multiple airlines.

The Airports Authority of India (AAI) confirmed that the technical fault had affected data exchange systems used by air traffic controllers. In the absence of automatic processing, controllers shifted to manual handling of critical operational messages, a move that significantly increased workload and lengthened turnaround times.

LATE ON FRIDAY, the Airports Authority said that the system was "up and running".

AMSS IS a crucial digital platform that enables seamless communication between air traffic control units, airports and airlines. It automatically processes flight plans, route clearances and other operational updates. When this system goes offline, the staff must key in and relay flight data manually, which is far slower and more prone to bottlenecks. Officials said the issue first began on Thursday evening and persisted through the following day, leading to cumula-tive delays as schedules became increasingly misaligned.

AAI said technical teams were working to restore full functionality and urged passengers to keep track of flight updates through airline websites and airport channels. With more than 1,500 flights handled daily, even a partial disruption can quickly ripple into widespread operational challenges. Airlines issued advisories through the day, asking passengers to arrive earlier and brace for delays. IndiGo acknowledged that services in Delhi and some airports in the northern region had been affected due to the ongoing AMSS issue and asked travellers to check flight status before leaving for the airport. The airline said its ground staff were deployed at counters and boarding gates to assist passengers.

Air India, too, advised passengers to monitor their schedules closely as some flights could continue to be delayed until systems stabilise. "We request guests to allow extra time and check flight status before departure," the airline said. While efforts to restore the system continued late into the evening, officials said normal operations would resume progressively.

ATC system glitch at Delhi fixed; snag had delayed over 500 flights

Jagriti Chandra
NEW DELHI

A day-long glitch in the Air Traffic Control (ATC) system at the Indira Gandhi International Airport (IGI) in Delhi resulted in significant delays for over 500 flights arriving and departing from the national capital, triggering a cascading impact that disrupted air traffic across the country on Friday.

Between 5 a.m. and 8 p.m., over 383 departures and 163 arrivals at IGI were delayed for more than 45 minutes, according to flight tracking website flightradar24.

The airport handles an average of 63 aircraft movements (landings and departures) per hour, adding up to around 1,500 movements a day.

The Airports Authority of India (AAI) that manages air traffic across the coun-

People waiting outside the arrivals' gate at the Indira Gandhi International (IGI) Airport in New Delhi on Friday. PTI

try said in a post on X that there was a "technical issue in the Automatic Message Switching System (AMSS), which supports Air Traffic Control data". The AMSS system contains flight plans as well as weather data. The AMSS system has been procured from Spanish company Indra, according to sources.

As a result, Air Traffic Controllers were process-

ing flight plans manually by collecting details such as call sign, flight route, departure and destination from pilots over radio telephony.

Later in the evening, the Ministry of Civil Aviation said that the system glitch was fixed but a large backlog of flights meant that it would take some time for normalcy to return.

While the glitch primari-

ly impacted departures from the airport in the morning hours, flights arriving into the city also started seeing delays later due to the lack of parking space occupied by departing aircraft. The disruption further caused a ripple effect across airports, as several aircraft departing from Delhi failed to reach their destinations on time, in turn delaying subsequent departures from those airports. A government official dismissed speculation that the issue was due to a cyber attack, adding that the glitch occurred when an update to the AMSS was being carried out.

With Delhi-Mumbai being the busiest route in the country, at least 121 departures and arrivals at Mumbai airport were delayed by over 45 minutes till 8 p.m. The data is based on information from flightradar-.com.

Hindustan Times

Travel chaos hits IGI as vital network collapses

Neha LM Tripathi
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NEW DELHI: The Capital's airport was plunged into chaos on Friday when the backbone of air traffic communications was paralysed, disrupting close to 65% of all flights and leaving thousands of passengers stranded with delays stretching beyond 12 hours until authorities managed to restore systems late in the evening.

The Airports Authority of India said late on Friday it had restored the Automatic Message Switching System around 9pm, ending what experts described an "unprecedented" 30-hour outage that forced air traffic controllers at Indira Gandhi International Airport to manually process flight plans — a time-consuming procedure that created cascading delays across India's aviation network.

In a statement, AAI said the IP-based AMSS system malfunctioned on Thursday, prompting an emergency review meeting led by the civil aviation secretary. Engineers from Electronics Corporation of India Limited worked alongside AAI personnel to restore operations, though officials warned that backlogs would cause lingering delays.

"We regret the inconvenience caused to airlines and passengers," AAI said, adding that the system is "now up and functional" but automated operations would take time to normalise.

AAI did not respond to requests for comment on what had caused the problem and

why backup or redundancy systems, if any, failed to act.

The crisis, which officials speaking on condition of anonymity called the longest such outage on record, rippled through airports in Mumbai, Bengaluru and Chennai—major hubs that connect to Delhi's 1,500 daily flights.

The system failure began at 3pm on Thursday but its impact became apparent only at 8:30pm, initially affecting 15

flights. By 5:45am on Friday, the disruption had escalated dramatically as the AMSS—the digital backbone that feeds crucial flight plan data to the Auto Track System used by air traffic controllers—stopped transmitting information automatically to controller screens.

Starting Friday, serpentine queues formed inside and outside Indira Gandhi International Airport as clueless passengers

Comms backbone goes down

What happened

Automatic Message Switching System (AMSS) failed, cutting off automatic transmission of flight plan data to air traffic controllers' screens

Manual processing: Controllers forced to prepare flight plans by hand, slowing operations dramatically

Thursday, 3pm	System failure begins
Thursday, 8:30pm	Impact becomes apparent; 15 flights affected
Friday, 5:45am	Disruption escalates; automatic data transmission stops
Friday, 3pm	Serpentine queues form at airport; passengers stranded; 315 flights affected
Friday, 7pm	By now, 800 flights affected
Friday, 9pm	System restored by AAI and ECIL engineers

Key realtime data affected

Flight plan updates	Real-time weather data	Slot decisions (when flights can depart)	Gate assignments depend on accurate arrival/departure data

Unanswered questions

What caused the outage?
Was it hardware failure, software crash, database corruption, network outage, or cyber attack? AAI has said only "technical issue"

Why did it take so long to restore?
Authorities said the glitches were observed as early as Thursday 3pm

What happened to backup?
Aviation standards require redundant hot-standby systems. Did both fail together? Or was there no backup at all at India's busiest airport?

Who is responsible for the failure?
Officials did not elaborate which company's systems were in place and who was responsible

TIRED, HUNGRY, ANGRY: FLIERS LEFT HIGH, DRY

Passengers at the airport, frustrated with a slew of malfunctions to have ailed IGI airport in the last few months, were left fuming. Many travelled through heavy traffic only to be informed their flights were delayed by hours. Some missed family trips, others missed funerals and last rites. Others said the airport was ill-equipped to handle such a situation. →PG

ber in what was described as a cordial atmosphere that created pathways for constructive and mutually beneficial bilateral trade talks.

HASINA TARGETS YUNUS

ally, and must remain so if Bangladesh's security and prosperity are to be maintained. If there is friction between India and Dr Yunus's unelected administration, that has nothing to do with me and everything to do with the chaotic, violent and extremist policies that are taking shape under Dr Yunus's rule," said the 78-year-old politician who was Bangladesh's longest-serving premier.

Hasina's four consecutive terms from 2009 to 2024 were marked by rapid economic progress in Bangladesh and a close relationship with New Delhi that focused on physical and other forms of connectivity that especially benefited India's northeastern region. However, she also faced criticism for cracking down on her opponents and suppressing dissent.

Responding to a question on the interim government freeing persons convicted of supporting terror groups in India's northeast and accusations of the re-emergence of extremist forces in Bangladesh, Hasina said: "Yunus's sponsorship of extremists in his government undoubtedly threatens to undermine that fundamental relationship, to the detriment of both our nations."

AIRPORT CHAOS

sengers showed up only to be informed of inordinate delays. Some passengers faced delays of six to eight hours, while others watched their flights pushed back by over 12 hours. By 11pm on Friday, 978 flights had been affected in all.

Elaborating on the problems the outage created, an official aware of the matter explained that "since the air traffic controllers have not received flight plans automatically on their screens, they are now preparing flight plans manually using

available data, a process that is slowing down operations and contributing to congestion at the airport."

A second official close to the matter said the system had experienced issues "intermittently in the last two days" before significantly impacting operations from Friday morning. The official had earlier said delays were expected to continue "through the night and also tomorrow."

Widespread impact

All major carriers were affected. IndiGo, India's largest airline, warned passengers on X: "Flight operations at Delhi Airport are currently experiencing delays due to a technical issue with the Air Traffic Control system. As a result, flight operations at Delhi and several northern regions are impacted. We understand that extended wait times, both on the ground and onboard, may cause inconvenience."

Air India said the "technical issue with the ATC system in Delhi is impacting flight operations across all airlines, leading to delays and longer wait times at the airport and onboard aircraft." Air India Express, SpiceJet and Akasa Air also reported their operations were affected.

It was only by afternoon—by which time airlines had swung into action with text messages and emails to passengers about delays—that things eased up outside the airport. However, the cascading impact had spread to other cities, including Mumbai, Bengaluru and Hyderabad as flights coming from or heading to the Capital from these locations were impacted.

With delays mounting, all stakeholders—including Delhi International Airport Ltd, airlines and the Central Industrial Security Force—held a collaborative decision-making exercise. Delay quick response teams were stationed at all terminals.

Airlines were instructed to coordinate with their destination airports to ensure departures from Delhi aligned with prevailing conditions and to carry sufficient fuel in case of diversions.

A former AAI official said: "This is the first time it is taking so long to resolve a glitch. The AMSS in Delhi has a backup—however, what has caused the issue to remain unresolved is a question to be answered."

The failure comes amid a spate of concerns and glitches, including alleged GPS spoofing attacks that some reports stated as having been observed in

SOME PASSENGERS FACED DELAYS OF SIX TO EIGHT HOURS, WHILE OTHERS WATCHED THEIR FLIGHTS PUSHED BACK BY OVER 12 HOURS

recent days. GPS spoofing involves transmitting false satellite signals that can fool aircraft instrument into miscalculating speed, location and altitude – though pilots typically have a suite of other instruments that act as failsafe for such critical metrics.

The second official cited above reiterated that Friday's problems was not caused by GPS spoofing or a cyberattack.

A senior official of the ministry of electronics and IT said a cyberattack was not one of the factors being explored.

AAI is implementing a new PAN India ATS Message Handling System to replace existing AMSS infrastructure at all airports. The system is designed to ensure "secure and efficient exchange" of air navigation service messages between air navigation service providers and aviation stakeholders, according to AAI's website. However, officials said that while the AMHS has been installed, it has not yet been brought into use.

Clarification

A Page 11 story in the November 6 edition on an appeal in a custody battle in the Delhi high court should have clarified that the court's observations about a child being removed from the jurisdiction of an Indian court and taken to Russia were about a separate case.

Scan this QR code to read today's e-paper for this week's Books page

'NOT A CYBERATTACK'

Tech glitch at Delhi Airport delays at least 600 flights

Devansh Mittal
New Delhi, November 7

LONG QUEUES at boarding gates, passengers waiting for updates amid complaints of travel plans getting affected — the Indira Gandhi International Airport (IGIA) in Delhi saw massive disruption on Friday as a technical glitch hit flight operations for the second day in a row. At least 600 flights were delayed on Friday, sources said. The glitch was eventually fixed by 9 pm, the Airports Authority of India (AAI) said.

In a post on X, the AAI said that flight operations were hit by a technical issue in the Automatic Message Switching System (AMSS), which supports the Air Traffic Control (ATC) data. "The issue was detected on Thursday in the IP-based AMSS system...," it said. On Thursday, the disruption was minimal, an official said.

"The OEM (Original Equipment Manufacturer) was engaged, and additional staff deployed to manually process flight plans for the Air Traffic Control system to ensure uninterrupted and safe air traffic operations... A team of Electronics Corporation of India Limited officials and AAI personnel is still on site. The AMSS systems are up and functional now," the AAI said on Friday.

The snag affected flight operations for majority of the day, according to the Delhi International Airport Limited (DIAL), which operates the IGIA.

Airlines had issued statements during the day to warn passengers. Indigo urged travellers, "Customers with upcoming departures are advised to check the latest flight status before starting their journey and to arrive at the airport a little earlier than usual to allow additional time for formalities."

Air India said their "cabin crew and on-ground staff extended assistance to reduce passenger inconvenience".

Many passengers complained of inconvenience. "My Indigo flight from Nagpur to Delhi was first delayed from 1.40 pm to 5 pm. Then, when all passengers were boarded... the crew realised they had to change pilots... Extremely frustrating," said a passenger from Nagpur. Another posted on X: "...I was waiting for the Mumbai flight and due to mismanagement of the ground staff I missed my flight."

Another flier's post on X read, "...We have been inside the plane since 12.30 am and still no information. If you guys cannot fly, at least cancel..."

Similar disruptions were reported at other airports too, including the Mumbai airport.

Meanwhile, sources at IGIA and experts ruled out the possibility of a cyberattack. "It is highly unlikely that this is a cyberattack, or else, by now, probe agencies would have been roped in," Sanjay Lazar, an aviation expert, said.

At Terminal 3 of the Delhi Airport on Friday. ABHINAV SAHA

Over 800 flights delayed in Delhi

Delhi airport, the country's busiest airport, plunged into chaos on Friday as more than 800 domestic as well as international flights were delayed due to technical problems with the air traffic control system, people aware of the matter said.

All airline operations at the airport have been impacted and authorities are working to fix the issues.

People aware of the matter said airlines have cancelled at least around 20 flights.

IndiGo, Air India, Air India Express, SpiceJet, and Akasa Air said there are delays in their flights at the Delhi airport due to the issues with the air traffic control system.

The national capital's Indira Gandhi International Airport (IGIA), the country's busiest airport, handles more than 1,500 flight movements daily.

Airports Authority of India (AAI), in a post on X at 10:08 am, said flight operations at the Delhi airport are facing delays due to a technical issue in the Automatic Message Switching System (AMSS), which supports air traffic control data.

The AAI, which provides air traffic control and navigation services, said technical teams are working to restore the system at the earliest.

Later in the evening, the AAI said that the technical issue in the air traffic control's Automatic Message Switching System that had caused flight delays at the Delhi airport has been addressed and that the system was "up and functional now".

AAI also said that due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon.

The state-owned AAI said the issue was detected in the IP-based AMSS system on 6 November.

> **IndiGo, Air India, Air India Express, SpiceJet, and Akasa Air said there are delays in their flights at the Delhi airport**

AVERAGE DEPARTURE DELAY AROUND 50 MINUTES

ATC system failure triggers chaos at Delhi airport; over 800 flights delayed

ATC system

aviation hub. With efforts ongoing to restore the AMSS, officials said teams from AAI and DIAL were coordinating closely to bring the system back online and ease congestion both on the ground and in the skies.

OUR CORRESPONDENT

NEW DELHI: Operations at the Indira Gandhi International Airport (IGIA) were severely disrupted on Friday as a major technical malfunction in the air traffic control system led to widespread flight delays, affecting both domestic and international services. More than 800 flights were delayed and around 20 were cancelled as authorities struggled to restore normalcy at the country's busiest airport.

The problem originated in the Automatic Message Switching System (AMSS), a critical component that supports the air traffic control (ATC) data and flight planning process. The system failure began to significantly affect operations around 5.45 am, according to sources. The issue also intermittently troubled the system over the last two days before worsening on Friday morning.

At 10:08 am, the Airports Authority of India (AAI) confirmed on X (formerly Twitter) that "flight operations at the Delhi airport are facing delays

People wait outside the arrivals' exit at the Indira Gandhi International (IGI) Airport, in New Delhi, in New Delhi, Friday
PTI

due to a technical issue in the AMSS." It added that technical teams were working to restore the system "at the earliest".

Delhi International Airport Ltd (DIAL), which operates IGIA, said all airline operations were affected and the concerned authorities were working to resolve the issue. "Flight operations have been

disrupted due to an ongoing technical issue with the AMSS that supports air traffic control flight planning process," DIAL said in a post at 1:42 pm.

The disruption had a ripple effect across airlines, including IndiGo, Air India, Air India Express, SpiceJet, and Akasa Air, all of which reported delays. "Due to an ongoing

technical issue with the Automatic Message Switching System (AMSS) that supports Air Traffic Control data, flights across all airlines at #Delhi-Airport and some other airports in the northern region are currently experiencing delays," IndiGo said in a statement on X.

Sources said air traffic

HIGHLIGHTS

» **Cause:** Technical glitch in Automatic Message Switching System (AMSS) used by Air Traffic Control

» Disruption began around 5.45 am; system had faced intermittent issues for two days

» AAI confirmed delays at 10:08 am, said teams are fixing the issue urgently

» DIAL said "all airline operations" were affected;

efforts underway to restore normalcy

» Major carriers IndiGo, Air India, SpiceJet, Akasa Air report widespread delays

» Air traffic controllers manually preparing flight plans due to system failure

» Long queues, passenger congestion seen inside terminals

» Delhi airport handles over 1,500 flight movements daily, making it India's busiest

controllers were unable to access flight plans automatically because of the malfunction. "There are some issues with the AMSS that provides information for the Auto Track System, which gives the flight plans," a source said. In the absence of automatic data, controllers were forced to prepare flight plans manually, a time-consuming process that led to long queues and extended waiting times for passengers

inside the terminals.

According to the flight tracking website Flightradar24.com, the average delay for flights departing from Delhi was around 50 minutes. The congestion also extended to the airspace around the airport, as controllers managed traffic with limited data support.

Handling over 1,500 flight movements daily, the Delhi airport is India's largest and busiest

IGIA crippled: 1,000 flights delayed after technical snag

RAJESH KUMAR ■ New Delhi

Flight operations at Delhi's Indira Gandhi International Airport (IGIA) were disrupted following a technical fault in the Automatic Message Switching System (AMSS), which facilitates data exchange for Air Traffic Control (ATC).

All airline operations at the airport have been affected, and authorities are working to resolve the issue. As many as 1,000 domestic and international flights have been delayed so far. At least 20 flights have been cancelled. The Mumbai airport also issued a statement announcing that its air traffic was impacted due to the malfunction. The slowdown began showing network-wide effects from Thursday afternoon.

According to the flight-tracking website *Flightradar24*, 513 flights were delayed on Thursday alone, and over 500 flights have faced delays since Friday morning.

IGI Airport, India's busiest, handles over 1,500 flight movements daily. "The issue began on Thursday afternoon at around 3 pm. It has prevented air traffic controllers (ATCOs) from receiving flight plans automatically on their screens," said one official familiar with the matter.

Following the disruption, the Airports Authority of India (AAI) in the evening said the technical issue in the air traffic control's Automatic Message Switching System (AMSS) that had caused flight delays at the Delhi airport has been addressed and that the system is "up and functional

People wait outside the arrivals exit at IGIA in New Delhi   PTI

now". AAI also said that due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon. The State-owned AAI said the issue was detected in the IP-based AMSS system on November 6. AAI said it has addressed the "technical issue in the Automatic Message Switching System (AMSS), which caused delays in processing flight plan messages".

"The OEM (Original Equipment Manufacturer) was engaged, and additional staff were deployed to manually process Flight Plans for the Air Traffic Control system to ensure uninterrupted and safe air traffic operations immediately." A team of ECIL officials and AAI personnel is still on site. The AMSS systems are up

and functional now. Due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon," AAI said in a post on X at 8:56 pm.

The issue was detected on November 6, and immediately, a review meeting was conducted by the Civil Aviation Secretary, along with the AAI Chairman, AAI Member ANS, and other officials, and necessary directions were given to address the issue, as per the post.

"All airline operations at Delhi Airport are currently delayed. Concerned authorities are working to resolve the issue at the earliest," Delhi International Airport Ltd (DIAL), the airport's operator, said in a post on X at 1:42 pm.

IGIA crippled: 1,000 flights delayed...

DIAL added that flight operations have been affected due to an ongoing technical issue with the AMSS, which supports the air traffic control flight planning process.

The disruptions have led to long delays and extended waiting times both at the airport and onboard aircraft, Air India said in a morning post. The airline added that its cabin crew and ground staff are providing prompt assistance to minimise inconvenience to passengers. "A technical issue with the ATC system in Delhi is impacting flight operations across all airlines, resulting in delays and longer wait times at the airport and onboard aircraft. We regret the inconvenience caused by this unforeseen disruption, which is beyond our control, and appreciate your patience," the airline's travel advisory read.

Budget carriers SpiceJet and IndiGo also confirmed that flights at Delhi Airport and across several northern regions have been affected by the disruption. SpiceJet said its crew and ground teams are working closely with airport authorities to minimise the impact and resume normal operations as soon as possible. IndiGo posted on X that "due to an ongoing technical issue with the Automatic Message Switching System (AMSS) that supports Air Traffic Control data, flights across all airlines at #DelhiAirport and other airports in the northern region are currently experiencing delays."

Sources reported long queues near boarding gates, with hundreds of passengers waiting inside terminal buildings for flight updates. Air traffic controllers have been unable to receive flight plans automatically since Thursday evening due to a technical fault. One source added that the AMSS, which provides data to the Auto Track System (ATS) for generating flight plans, has been experiencing issues. With the system malfunction ongoing, controllers are manually preparing flight plans using available data - a time-consuming process - resulting in widespread delays.

The sources also noted that the problem is causing air traffic congestion at the airport, and technical teams continue efforts to fix the fault as soon as possible. The airport had been facing major disruptions over the past week after suspected GPS spoofing incidents that interfered with the aircraft navigation systems and forced many flights to divert. This led to unexpected air traffic congestion.

Chaos at IGI: 800+ flights delayed in system crash

Other Airports In North India Also Affected

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New Delhi: Delhi airport's aging air traffic control (ATC) software crashed Friday after a glitch the previous evening remained unresolved, delaying 800-odd departures and arrivals at India's

▶ **Brit national arrives at IGIA, goes 'missing', P 4**

busiest civil aviation facility by up to two hours. The ripple effect forced carriers to cancel around 100 flights across routes through the day.

Airports Authority of India, accused of going slow on the software upgrade necessary for operations at the scale of Delhi airport, said late Fri-

Photo: Piyal Bhattacharjee

NEW SYSTEM BEING INSTALLED

> **Current AMSS software at IGI**, which suffered a malfunction on Thursday and Friday, **witnessed glitches in the past too**

> After glitch, all **flight plan info had to be fed manually** into the system

> New 'air traffic services message handling system' is being installed & DGCA has ordered a probe

day that the automatic message switching system (AMSS) system was back to being fully functional. "Due to some backlogs, there may be some delays in the normal functioning of automated operations, but the situation will be normal soon," it said. The Directorate General of Civil Av-

iation ordered a probe into the glitch. Officials ruled out the possibility of a cyberattack triggering the chaos. Several airlines warned that some of their flights scheduled for the weekend could feel the after-effect of Friday's mayhem.

▶ **Arrivals affected, P 4**

Flights & security nods managed manually; delays affect arrivals too

▶ Continued from P1

With aircraft unable to land on time in Delhi, operations were affected in many other airports, including Mumbai.

AMSS is used by airlines to file flight plans 24 hours in advance for arrivals and departures from Delhi as well as for aircraft overflying Delhi airspace. With the automated system going on the blink, all flight plan information had to be fed manually into the database. A new Air Traffic Services Message Handling System (ATSMHS) is being installed.

Delhi airport currently handles about 1,550 flights daily and hundreds of aircraft overfly Delhi airspace. Manual processing of data, which isn't immune to errors, takes four times longer. For the better part of Friday, tracking site Flightradar24 showed Delhi as the most disrupted airport in terms of delayed flights.

AAI wrote on X Friday night that the AMSS issue was detected on Thursday. "Immediately a review meeting was conducted and necessary directions were given to address the issues. The original equipment manufacturer was engaged and additional staff deployed to manually process flight plans for ATC system to ensure uninterrupted and safe air traffic operations... We regret the inconvenience caused to airlines and passengers," it said.

Amid the chaos, IndiGo advised passengers travelling to and from Delhi to check "the latest flight status and arrive a little earlier than usual to allow additional time at the airport". Air India warned of "delays and longer wait times at the airport and onboard aircraft". Representatives of multiple airlines said the Delhi AMSS system had a history of glitches.

"We have been hearing about the new AHMS system, but it is taking too long to install. In India, we need to file flight plans with different flight information regions (FIRs) — Delhi, Mumbai, Kolkata, and Chennai — according to the region where a flight is operating. There should be a central flight plan submission FIR. Also, the new software should have been installed five years ago," an official said.

ALL IS NOT WELL

○ Airlines usually submit flight plans for arrivals, departures and overflying to Delhi air traffic control 24 hours in advance

○ Delhi's ATC uses old 'aeronautical message switching system' software for the job

○ Since Wednesday, issue with this AMSS software

○ Controllers are feeding the information manually into the system. This has scope for errors

○ Controllers checking air defence or security clearance for non scheduled flights individually with IAF

○ IGIA handles 1,550 daily flights. Hundreds of flights fly over Delhi airspace

○ Doing this work manually taking four times longer & slows down aircraft movement

○ Delays anywhere up to 130 minutes were recorded on Friday

○ Cascading consequential delays across all airlines' flights across their networks

○ Multiple flights cancelled, including six of Air India and 64 of IndiGo till 6 pm

○ Arrivals also affected because of delays as parking slots are limited

○ AAI was slow in upgrading the systems, claim airlines

WHEN SITUATION WENT
OUT OF CONTROL

Photo: Piyal Bhattacharjee

NO. OF FLIGHTS DELAYED
OVER 800

NO. OF PASSENGERS AFFECTED BY DELAYS
OVER A LAKH

Flightradar24 listed IGIA as most disrupted airport on Friday evening with 81% flights delayed with an average delay of 62 minutes

ATC Tower At Delhi Airport

THE WAY AHEAD

1. Team from Electronics Corporation of India Ltd, Hyderabad, trying to fix the system

2. The backlog of delayed flights will take 2-4 days to clear

3. New air traffic services message handling system being installed

4. This may take about 3 months. After this system is installed, Friday-like situation is unlikely to recur

An illustrative picture of what the Delhi airport looks like when a large number of flights are delayed. This is not a photograph of Nov 7

System crash could have been avoided

New Delhi: The system crash on Friday that disrupted hundreds of flights across India could have been avoided if the Airports Authority of India (AAI) had upgraded its systems on time.

The Air Traffic Controllers' Guild of India had warned in July that "current systems, especially at major airports like Delhi and Mumbai, have experienced performance degradation, including slowness and system lag, impacting operational efficiency and safety margins."

Days after the AI 171 crash, the Guild wrote to MPs on July 8, stressing that it was "imperative that automation systems used in air navigation services be periodically reviewed and upgraded."

The letter stated that "India's automation systems must align with global benchmarks, particularly EUROCONTROL and FAA standards, which emphasise advanced integration, AI-enabled conflict detection and real-time data sharing." The Guild said these critical safety issues, repeatedly raised with AAI management, remain unresolved to date. TNN

ATC glitch throws Delhi airport into chaos, 600 flights delayed

Disruption hits schedules nationwide | Operators report ₹100-cr losses

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, NOVEMBER 7

Flight operations at Delhi's Indira Gandhi International Airport (IGIA), the country's busiest aviation hub, plunged into disarray on Friday after a major technical fault crippled air traffic control (ATC) systems, triggering massive delays across over 600 domestic and international flights, while a few were cancelled.

The cascading disruption paralysed schedules nationwide and caused heavy financial losses to airline operators, estimated in several crores.

The trouble began with a failure in the Automatic Message Switching System (AMSS), a critical component that relays flight plans, weather data and operational messages between ATC and airlines. The malfunction forced controllers to abandon automated systems and revert to manual operations, a step that, while safe, drastically slowed the pace of flight sequencing and coordination.

Officials confirmed that the glitch had first surfaced late Wednesday, with full-scale disruption beginning by Thursday late evening. "Controllers were compelled to manually process flight plans and calculate safe separation standards, a process that normally runs through automation. This slowed down the entire air traffic network and caused bottlenecks across several airports," said an Airports Authority of India (AAI) official.

By Friday morning, delays had ballooned. According to live tracking platform Flightradar24, the average departure delay at Delhi was around 87 minutes, while arrivals lagged by an average of around 40 minutes during the day. Over 97 per cent of scheduled flights were delayed through the day, with

GROUNDED IN CAPITAL	**97%** of scheduled flights delayed	**87 MINS** avg departure delay in Delhi	**40 MINS** average arrival delay in Delhi	**1,100 FLIGHT** movements IGIA handles daily	**78 MILLION** passengers served by IGIA in 2024

GLITCH IN MESSAGE SYSTEM TO BLAME

- Trouble began with a failure in the Automatic Message Switching System
- The glitch surfaced late Wednesday and delays had ballooned by Friday

NO CYBERATTACK, SAYS IT MINISTRY

The IT ministry clarified that the glitch was not caused by a cyberattack, but by a technical fault during a scheduled software upgrade

<< People wait outside the IGI Airport in New Delhi on Friday. PTI

several international carriers, including Virgin Atlantic and ITA Airways, reporting wait times of up to two hours.

Airline executives said the operational standstill has resulted in massive losses. "When a major hub like Delhi slows down, the entire network bleeds," said an industry

insider. "Aircraft remain grounded longer, fuel burn increases and crew duty limits get stretched, every minute costs money. Initial estimates suggest that cumulative losses across airlines could easily exceed Rs 100 crore, factoring in fuel wastage, passenger re-accommodation and lost slots at destination airports," said the experts. Shares of IndiGo slipped 2 per cent and SpiceJet declined 1 per cent on Friday.

The AAI confirmed that the AMSS failure also affected flight operations in Mumbai, Bengaluru, Hyderabad and Pune due to interconnected data flows in the national airspace network. "Flight operations at Mumbai airport are currently affected due to a technical issue with the AMSS at Delhi, which supports ATC flight planning. Authorities are actively work-

ing to resolve the problem," read a statement issued by Mumbai's Chhatrapati Shivaji Maharaj International Airport. Similar statements were also issued by Lucknow and Jaipur airports.

As chaos unfolded at terminals, passengers were left stranded for hours amid long queues and repeated rescheduling announcements. Airlines, including IndiGo, Air India, Air India Express, SpiceJet and Akasa Air, issued rolling advisories urging passengers to check for revised timings and arrive earlier than usual.

"We understand that the ongoing AMSS system issue affecting Air Traffic Control has led to disruptions to travel plans and we fully understand the inconvenience this may be causing. Our teams are doing their utmost to ensure passengers receive timely updates

and assistance," IndiGo said in a statement on X.

Delhi International Airport Limited (DIAL), which operates IGIA, said authorities were working round the clock to restore normalcy. "All airline operations at Delhi airport are currently delayed. Authorities are working on resolving the issue at the earliest. Passengers are requested to follow updates from their airlines regarding revised schedules," DIAL said in an advisory.

Air traffic controllers continued to rely on manual coordination through the day, relaying flight details over voice circuits and manually entering data that would otherwise be transmitted electronically. "This method preserves safety, but reduces throughput drastically compared with normal automated rates," said an aviation expert.

तकनीकी खराबी से एयरपोर्ट पर 800 उड़ानें प्रभावित, यात्री परेशान

हवाई यातायात नियंत्रण प्रणाली से जुड़ा सिस्टम दोपहर बाद हुआ ठप

अमर उजाला ब्यूरो

नई दिल्ली। देश के सबसे व्यस्त दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाईअड्डे (आईजीआई) पर हवाई यातायात नियंत्रण प्रणाली में तकनीकी खराबी आने से 800 से ज्यादा घरेलू और अंतरराष्ट्रीय उड़ानों में देरी हुई, जबकि कम से कम 20 उड़ानें रद्द कर दी गईं। इससे हजारों यात्रियों को परेशानी झेलनी पड़ी। लगभग सभी एयरलाइंस की उड़ानें प्रभावित हुईं।

इंडिगो, एअर इंडिया, एअर इंडिया एक्सप्रेस, स्पाइसजेट और अकासा एयर ने कहा, हवाई यातायात नियंत्रण प्रणाली में खराबी के कारण दिल्ली हवाईअड्डे पर उनकी उड़ानों में देरी हुई। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने देर रात बताया कि रात 8:56 बजे सिस्टम में खराबी दूर कर ली गई और जल्द ही उड़ानें सामान्य हो जाएंगी। खामी दूर करने के लिए हैदराबाद से इलेक्ट्रॉनिक्स कॉरपोरेशन ऑफ इंडिया लि. (ईसीआईएल) के अधिकारियों को बुलाया गया था। दिल्ली हवाईअड्डे से रोजाना 1,500 से अधिक उड़ानें आती-जाती हैं।

एएआई ने बताया, उड़ान संचालन के दौरान स्वचालित संदेश स्विचिंग प्रणाली (एएमएसएस) में तकनीकी समस्या से देरी हुई। यह प्रणाली हवाई यातायात नियंत्रण डाटा से जुड़ी है। सूत्रों ने बताया, प्रणाली में बृहस्पतिवार शाम से ही समस्या आ रही थी और हवाई यातायात नियंत्रक (एटीसी) का काम प्रभावित हो रहा था। शुक्रवार दोपहर यह पूरी तरह ठप हो गई। ऑटोमेटिक सिस्टम में समस्या आने के बाद एटीसी ने मैन्युअल रूप से उड़ान योजनाएं तैयार कराईं, जिसमें समय लगा। इसके लिए अतिरिक्त स्टाफ को भी काम पर लगाया गया था।

घरेलू व अंतरराष्ट्रीय उड़ानों में देरी होने के चलते इंदिरा गांधी अंतरराष्ट्रीय हवाईअड्डे पर यात्रियों को भारी समस्या का सामना करना पड़ा। एजेंसी

क्या है एएमएसएस

स्वचालित संदेश स्विचिंग सिस्टम (एएमएसएस) विभिन्न एयरलाइंस की उड़ान योजना से संबंधित डाटा को एटीसी के कंप्यूटर स्क्रीन पर स्वचालित रूप से दर्शाती है। एटीसी हवा और जमीन पर विमानों की गतिविधियों को नियंत्रित करता है। इसका काम हवाई यातायात को सुचारू बनाए रखना है।

■ उड़ान योजनाओं को ग्रहण करने, स्थिति पर नजर रखने और नियंत्रकों के कंसोल पर रीयल-टाइम डाटा स्ट्रीम करने वाली पूरी प्रणाली स्वचालित है। अगर एएमएसएस डाटा एटीसी के पास स्वचालित रूप से न आए तो एटीसी को उड़ानों की योजना हाथ से तैयार करनी पड़ती है।

उड़ानों में हुई 50 मिनट तक की देरी

उड़ानों में देरी के कारण हवाईअड्डे के बोर्डिंग गेट के सामने यात्रियों की भीड़ लगी रही। सैकड़ों यात्री टर्मिनलों के अंदर उड़ान संबंधी अपडेट का इंतजार करते रहे। हवाईअड्डा प्रबंधन कंपनी के अधिकारी स्थिति से जूझते दिखे।

■ फ्लाइटराडार24डॉटकॉम के अनुसार उड़ानों में 50 मिनट के करीब देरी हुई। सभी एयरलाइंस ने एडवाइजरी जारी की कि यात्री उड़ानों के शेड्यूल पर नजर रखें। यात्रियों से यह भी कहा गया कि उड़ानों में लंबा विलंब हो सकता है। ऐसे में धैर्य बनाए रखें।

सरकार ने कहा-साइबर हमले का कोई हाथ नहीं

सूचना प्रसारण मंत्रालय के एक अधिकारी ने बताया कि इस घटना के पीछे साइबर हमले का कोई हाथ नहीं है बल्कि एयर ट्रैफिक कंट्रोल की ओर से किए जा रहे एक सॉफ्टवेयर अपडेट के दौरान तकनीकी समस्या आने से ऐसा हुआ। वहीं, नागरिक उड्डयन मंत्रालय ने भी स्पष्ट किया कि यह पूरी तरह तकनीकी खराबी का मामला है।

आईजीआई पर प्रति घंटा 60 से 70 उड़ानें होती हैं। अगर स्वचालित प्रणाली में समस्या आ जाए तो हाथ से उड़ान योजना बनाने पर इनके प्रबंधन के लिए ज्यादा समय नहीं बचता। ऐसे में उड़ानें लेट होने लगती हैं।

यात्री हलकान • आईजीआई एयरपोर्ट पर 15 घंटे से ज्यादा अफरा-तफरी

मैसेज सिस्टम ठप... दिल्ली एयरपोर्ट पर 800 से ज्यादा फ्लाइट देरी से उड़ी

20 फ्लाइट्स कैंसिल, रात करीब 9 बजे तकनीकी खराबी हुई दूर

भास्कर न्यूज | नई दिल्ली

देश के सबसे व्यस्त इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर शुक्रवार सुबह एयर ट्रैफिक कंट्रोल (एटीसी) एएमएसएस सिस्टम में तकनीकी खराबी आ गई। इसके चलते 800 से ज्यादा घरेलू और इंटरनेशनल फ्लाइट्स औसतन 50 मिनट लेट हो गईं। करीब 20 फ्लाइट्स कैंसिल होने की सूचना है। इसकी वजह से 15 घंटे एयरपोर्ट पर अफरा-तफरी का माहौल रहा। एयरपोर्ट टर्मिनल्स में बोर्डिंग गेट्स के पास रात तक लंबी कतारें दिखीं और सैकड़ों यात्री फ्लाइट अपडेट का इंतजार करते रहे। सूत्रों के अनुसार, एयरपोर्ट पर सभी एयरलाइन ऑपरेशंस प्रभावित हुए हैं।

भारतीय विमानपत्तन प्राधिकरण (एएआई) ने शुक्रवार रात करीब रात एक पोस्ट में समस्या दूर करने की सूचना दी। एएआई ने बताया कि एयर ट्रैफिक कंट्रोल के ऑटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में आई समस्या को ठीक कर दिया गया है और अब यह सिस्टम पूरी तरह से कार्य कर रहा है। हालांकि, कुछ बैकलॉग के कारण स्वचालित संचालन में सामान्य कार्यप्रणाली में थोड़ी देरी हो सकती है, लेकिन स्थिति जल्द ही सामान्य हो जाएगी। गौरतलब है कि एजीआई पर प्रतिदिन 1,500 से अधिक उड़ानें संचालित होती हैं।

कुछ सेकंड के काम में 60 मिनट तक लगे

• क्या ये साइबर अटैक था?
इलेक्ट्रॉनिक्स व आईटी मंत्रालय के अनुसार एयर ट्रैफिक कंट्रोल के सॉफ्टवेयर में गड़बड़ी की वजह से नई दिल्ली एयरपोर्ट पर उड़ान में घंटों देरी हुई। मंत्रालय सूत्रों का कहना है कि एयरपोर्ट प्राधिकरण की तरफ से भी पुष्टि की गई है कि सिस्टम में गड़बड़ी किसी साइबर हमले की वजह से नहीं हुई।

• आखिर समस्या क्या हुई?
एयरपोर्ट्स अथॉरिटी ऑफ इंडिया (एएआई) ने सुबह 10:08 बजे एक्स पर बताया कि ऑटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में तकनीकी खराबी के कारण फ्लाइट ऑपरेशंस में देरी हो रही है। यह सिस्टम एटीसी डेटा को सपोर्ट करता है। फ्लाइट से जुड़ी जरूरी सूचनाएं जैसे उड़ान योजना, मौसम, रूट, ऊंचाई, ईंधन, ट्रैफिक स्टेटस आदि एक जगह से दूसरी जगह अपने आप भेजता है।

• तो कैसे हो रहे एयरपोर्ट पर काम?
जब यह सिस्टम फेल हुआ, तो कंट्रोल रूम में कामकाज तत्काल मैन्युअल करना पड़ा। यानी पायलटों और एटीसी अधिकारियों को उड़ान से पहले हर विवरण को खुद लिखित रूप में साझा करना पड़ा। इसकी वजह से सामान्यतः जो प्रक्रिया

एयरपोर्ट के बाहर भी कतारें लगी रहीं।

ऑटोमैटिक सिस्टम से कुछ सेकंड में होती है, वह अब औसतन 45 से 60 मिनट तक खिंच गई।

• कब चला समस्या का पता?
दो दिनों से दिक्कतें थीं, पर शुक्रवार सुबह 5:45 बजे से समस्या गंभीर हो गई। एयर ट्रैफिक कंट्रोलर्स को फ्लाइट प्लान्स ऑटोमैटिकली नहीं मिल पा रहे थे। वहीं, एएआई ने रात 8:56 बजे एक सोशल मीडिया पोस्ट में समस्या दूर करने की जानकारी दी।

• क्या अन्य एयरपोर्ट्स पर भी हुई परेशानी?
देश के अन्य हवाई अड्डों पर भी इसका असर फैल गया- क्योंकि सैकड़ों विमानों की क्लीयरेंस एक ही डिजिटल नेटवर्क से होती है।

भास्कर नॉलेज • सिर्फ तकनीकी खराबी नहीं, पूरा सिस्टम थक गया था

नागरिक उड्डयन विशेषज्ञों के अनुसार, यह घटना भारत के हवाई नेटवर्क में 'एकल सिस्टम पर निर्भरता' की कमजोरी को उजागर करती है। उनका कहना है कि यदि देश में बैकअप या डुअल नेटवर्क सिस्टम होता, तो यह तकनीकी झटका इतनी तेजी से पूरे एयरस्पेस में नहीं फैलता। यह सिर्फ एक मशीन की खराबी नहीं, बल्कि ऑपरेशनल रेजिलिएंस (संचालन क्षमता) की परीक्षा था, जिसमें सिस्टम अस्थायी रूप से असफल हो गया। एयर इंडिया, इंडिगो और स्पाइसजेट ने अपने यात्रियों को एडवाइजरी जारी करते हुए बताया कि देरी सिर्फ तकनीकी कारणों से नहीं, बल्कि ग्राउंड स्टाफ की

सीमित उपलब्धता और क्रू ड्यूटी के रीशेड्यूल होने से भी है। दरअसल, इस देरी ने पार्किंग-बे, टैक्सी-वे और क्रू-शिफ्ट जैसे ऑपरेशनल हिस्सों को भी प्रभावित किया। कई विमान उतरने के बाद पार्किंग स्थान न मिलने से रनवे के पास ही रुके रहे। इन विमानों में बैठे यात्रियों को उतारने और अगली उड़ानों की तैयारी में भी लंबा अंतराल आया। नतीजतन, अगली उड़ानें भी देर से रवाना हुईं। अब विशेषज्ञों की राय में जरूरत इस बात की है कि भारत का एयर ट्रैफिक मैनेजमेंट ढांचा रेडंडेंसी और रियल-टाइम रीरूटिंग जैसी तकनीकों को अपनाए, ताकि भविष्य में किसी एक सिस्टम के रुकने से पूरा देश ठहर न जाए।

एयरपोर्टः दिल्ली, हैदराबाद की फ्लाइट 3 घंटे तक लेट

जयपुर| जयपुर एयरपोर्ट पर बुधवार को इंडिगो फ्लाइट्स के लेट होने से हवाई यात्रियों को परेशानी का सामना करना पड़ा। एयरपोर्ट से मिली जानकारी के अनुसार इंडिगो एयरलाइन की फ्लाइट 6ई -130 3 घंटे से अधिक लेट रही। फ्लाइट जयपुर से सुबह 11:35 बजे फ्लाइट दिल्ली जानी थी, लेकिन संचालन कारणों के चलते दोपहर करीब 2:45 बजे रवाना हुई। वहीं दूसरी फ्लाइट भी इंडिगो एयरलाइन की जयपुर से हैदराबाद की है। फ्लाइट संख्या 6ई-383 जयपुर से दोपहर 1:10 बजे हैदराबाद जाती है, लेकिन ये भी संचालन कारणों के चलते 1.25 घंटे लेट 2:35 बजे रवाना हुई।

दिल्ली एयरपोर्ट पर 300 से ज्यादा उड़ानों में देरी

ऑटोमैटिक एयर ट्रैफिक कंट्रोल सिस्टम में आई तकनीकी खराबी

नई दिल्ली, 7 नवम्बर (देशबन्धु)। दिल्ली एयरपोर्ट पर शुक्रवार को 300 से ज्यादा उड़ानों में देरी हुई। एयरपोर्ट के एयर ट्रैफिक कंट्रोल सिस्टम (एटीसी) में तकनीकी खराबी की वजह से एयर ट्रैफिक कंट्रोलर्स को उड़ानों का शेड्यूल नहीं मिल पा रहा है। एटीसी के ऑटोमेटिक मैसेज स्विच सिस्टम में गड़बड़ी आई है। यह प्लेन के शेड्यूल यानी टेकऑफ और लैंडिंग की जानकारी देता है। दिल्ली एयरपोर्ट पर फ्लाइट लेट होने का असर बाकी एयरपोर्ट्स पर भी दिखा। दिल्ली से वहां आने-जाने वाली फ्लाइट भी लेट हुईं। हालात कब तक सामान्य होंगे, अभी इस बारे में

यात्रियों को हुई परेशानी

दिल्ली एयरपोर्ट अथॉरिटी ने कोई जानकारी नहीं दी है। दिल्ली एयरपोर्ट में रोजाना 1,500 से अधिक फ्लाइट आती-जाती हैं। इससे एयरलाइन और एयरपोर्ट के कामकाज में देरी हुई। बाकी एयरपोर्ट्स पर भी इसका असर पड़ा है। बेंतिया, लखनऊ, जयपुर, चंडीगढ़ जैसे हवाई अड्डों पर भी असर देखा गया। उड़ानों में देरी की वजह से उड़ानों का शेड्यूल प्रभावित होता है।

ठीक करने की कोशिश की जा रही

भारतीय हवाई अड्डा प्राधिकरण (एएआई) ने सोशल मीडिया प्लेटफॉर्म एक्स पर पोस्ट कर बताया कि ऑटोमेटिक मैसेजिंग स्विच सिस्टम (एएमएसएस) में तकनीकी समस्या के कारण उड़ानों में देरी हो रही है। यह सिस्टम एयर ट्रैफिक कंट्रोल डाटा को समर्थन प्रदान करता है और हवाई यातायात के स्वचालित नियंत्रण में महत्वपूर्ण भूमिका निभाता है। एएआई ने बताया कि फिलहाल एयर ट्रैफिक कंट्रोलर मैन्युअली फ्लाइट प्लान को प्रोसेस कर रहे हैं और सिस्टम को ठीक करने की कोशिश की जा रही है।

Hosur airport: TN to move Centre for site clearance

E T B SIVAPRIYAN
CHENNAI, DHNS

Fast-tracking the ambitious Hosur airport project after identifying about 2,000 acres in Krishnagiri district, the Tamil Nadu government will apply for site clearance for the greenfield infrastructure in the next two weeks, sources aware of the matter said.

Site clearance is the first of many approvals needed from the Union Civil Aviation Ministry to proceed with the project, which envisages an exclusive airport for the burgeoning industrial city, adjacent to Bengaluru, with a capacity to handle 3 crore passengers annually.

The sources told *DH* that the state government also hopes to kick-start land acquisition process for the airport in the next four months, ahead of the issuance of notification for the 2026 Assembly elections.

While the Krishnagiri district administration is preparing the Land Development Plan (LDP) for the project, the state government is keen on not wasting time and preparing documents to move the aviation ministry for site clearance for the project.

"Two levels of approval are needed from the Centre, with site clearance followed by in-principle approval. We will apply for site clearance in the next two weeks as approvals in such cases take longer time," one of the sources said.

The development comes amid plans by the Karnataka government to build a second airport for Bengaluru.

Hosur airport: TN to move Centre for...

Hosur airport, from Page 1

Besides, the Andhra Pradesh government is also mulling an airport in Kuppam, not far away from Hosur and Bengaluru.

Another source said the Hosur airport is planned to be developed on land parcels in the quadrilateral of Hosur, Berigai, Bagalur and Shoolagiri in Krishnagiri district. "The chosen location is close to the Tamil Nadu section of the Bengaluru Satellite Town Ring Road (STRR) which will not just help people from Hosur but also from south Bengaluru to use the airport once it is operationalised," the source added.

The Krishnagiri district administration has identified about 2,000 acres in over five revenue villages in Hosur and Shoolagiri taluks with local officials surveying the land parcels for the past two months as part of preparing the LDP.

"The work is in full swing, and we expect the Collector's report in about two weeks. About three months is needed from then to issue the GO for land acquisition. Though the number of habitation sites is less than 10, we just hope that there aren't many protests," the source added.

Besides site clearance, Tamil Nadu needs a No Objection Certificate (NOC) from the Bengaluru International Airport Limited (BIAL).

Since much of the airspace in Krishnagiri is controlled by Hindustan Aeronautics Limited (HAL) in Bengaluru, the state government has already written to the Defence Ministry seeking relaxation of airspace restrictions for commercial operations.

ग्रीन सिग्नल का था इंतजार, मिल रहे थे होल्ड के निर्देश

एटीसी में गड़बड़ी मुंबई-कोलकाता सहित पूरे देश पर पड़ी भारी, प्रस्थान वाली उड़ानें ज्यादा हुईं प्रभावित

मोहन कुमार मिश्रा ● जागरण

नई दिल्ली: इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट पर बृहस्पतिवार शाम से शुरू हुई एयर ट्रैफिक कंट्रोल (एटीसी) सिस्टम की खराबी ने शुक्रवार सुबह आइजीआइ सहित पूरे देश में उड़ानों प्रभावित किया। इससे मुंबई-कोलकाता सहित पूरे देश में एयरपोर्ट पर विमान होल्ड रखने के निर्देश मिलते रहे। इससे यात्रियों को परेशानी का सामना करना पड़। उन्होंने इंटरनेट मीडिया पर पोस्ट डालकर गुस्सा जाहिर किया। वहीं पायलट ग्रीन सिग्नल के इंतजार में या तो रनवे पर खड़े रहे या आसमान में चक्कर लगाते रहे।

मुंबई एयरपोर्ट को जारी करनी पड़ी एडवाइजरीः मुंबई स्थित छत्रपति शिवाजी म्हाराज इंटरनेशनल एयरपोर्ट ने यात्रियों के लिए एडवाइजरी जारी करते हुए दिल्ली में हुई तकनीकी गड़बड़ी का हवाला दिया। एडवाइजरी में बताया गया कि कुछ उड़ानों में विलंब की स्थिति होगी। इसलिए यात्री एयरपोर्ट रवाना

होने से पहले संबंधित एयरलाइंस से वास्तविक स्थिति का पता कर लें। मुंबई एयरपोर्ट पर आने वाली करीब एक चौथाई उड़ानें देरी से पहुंची। इनमें अधिकांश उड़ानें दिल्ली की थीं, जिसमें एक से दो घंटे की देरी दर्ज की गई। वहीं प्रस्थान के मामले में यहां ज्यादा असर दिखाई दिया। करीब दो तिहाई उड़ानें यहां से

विलंबित ही रहीं।

कोलकाता में भी दिखा असरः कोलकाता स्थित सुभाष चंद्र बोस इंटरनेशनल एयरपोर्ट पर भी दिल्ली से आने वाली उड़ानें विलंब से पहुंची। नतीजा यह हुआ कि जो कनेक्टिंग फ्लाइट थीं, उनमें भी विलंब हुआ और जिन उड़ानों को दिल्ली वापस लौटना था, वे भी

विलंबित रहीं। यहां करीब 53 प्रतिशत उड़ानों का आगमन विलंबित रहा। इसी तरह जाने वाली दो तिहाई उड़ानें विलंबित रहीं। यहां भी पूरे दिन बताया जाता रहा कि दिल्ली एटीसी में आई तकनीकी खराबी के कारण उड़ानों के आगमन व प्रस्थान पर असर पड़ रहा है।

> ❝ एयर इंडिया एक्सप्रेस की एक उड़ान में यात्री आइजीआइ एयरपोर्ट के टर्मिनल-1 पर डेढ़ घंटे से ज्यादा समय से फंसे हुए हैं। पायलट के मुताबिक यह देरी एटीसी सिस्टम फेल होने की वजह से हुई है। इस खराबी के कारण यात्री हैरान थे, जबकि उसी रनवे से दूसरे हवाई जहाज उड़ रहे है। **-मोहित सिंह राठौर,** एक्स

कर्मचारी स्थिति से ऐसे कर रहे थे मुकाबला

आइजीआइ एयरपोर्ट की एटीसी के आटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में आई गड़बड़ी से निपटने के लिए एटीसी के स्टाफ अभी मैनुअली मोड पर काम कर रहे है। सरल शब्दों में इसे ये कहा जाए कि पहले पायलट या एयरलाइन कंपनी कंप्यूटर में फ्लाइट प्लान डालती थी। एएमएसएस साफ्टवेयर उसे आटोमैटिक दिल्ली एटीसी को भेज देता था। यह पूरी प्रक्रिया दो सेकंड में पूरी होती है। अब साफ्टवेयर खराब है, तो एयरलाइंस कंपनी फोन या ईमेल से एटीसी को उड़ान से जुड़ी जानकारी देते

है। इसमे उड़ान संख्या, उड़ान का समय, ऊंचाई आदि की जानकारी होती है। एटीसी इस जानकारी को दर्ज करता है। इस प्रक्रिया में करीब 10 मिनट भी लग सकत है। इस जानकारी को एक बड़ी स्क्रीन या बोर्ड पर दर्ज किया जाता है। पायलट को समय पर एटीसी रेडियो के जरिये संदेश देत है। मैनुअल प्रक्रिया में उड़ानों के संचालन के दौरान दो विमानों के बीच की दूरी को अधिक रखा जात है, यानी पहले 10 मिनट में 15 उड़ाने टेकआफ या लैंड होती थी, अब यह करीब आधी रह गई है।

ऐसे महत्वपूर्ण सिस्टम में क्या कोई बैकअप प्लान या सुरक्षा का इंतजाम नहीं है? यात्रियों को पूरी जानकारी और समय पर सूचना मिलनी चाहिए। मुझे मुंबई जाना है, लेकिन एयरपोर्ट पर कुप्रबंधन के कारण फ्लाइट छूट गई। ऐसा ग्राउंड स्टाफ की लापरवाही के कारण हुआ। **-एसवी गोखल,** एक्स

मुंबई के लिए सुबह 6:10 बजे की उड़ान थी, लेकिन अभी तक उन्हे कोई फ्लाइट नहीं मिल पाई है। पायलट ने कहा है कि अभी करीब एक घंटा और लगेगा। सुबह 10:30 बजे की कनेक्टिंग फ्लाइट पकड़नी है, लेकिन समय पर पहुंच ही नहीं पाएंगे।

-नेहा, एक्स

दिल्ली हवाई अड्डे पर एक हजार से अधिक उड़ानें लेट

देर शाम एटीसी की तकनीकी समस्या दूर हुई, स्थिति सामान्य होने में लगेगा समय

जागरण न्यूज नेटवर्क, नई दिल्ली

दिल्ली स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे (आइजीआइ) पर गुरुवार देर रात हवाई यातायात नियंत्रण (एटीसी) प्रणाली में तकनीकी खराबी के कारण एक हजार से ज्यादा घरेलू व अंतरराष्ट्रीय उड़ानें लेट हो गईं। इससे देश के सबसे व्यस्त हवाई अड्डे पर अफरा-तफरी मच गई। एयरलाइनों ने 20 उड़ानें रद कर दीं। हालांकि, शुक्रवार देर शाम एटीसी के आटोमैटिक मैसेज स्विचिंग सिस्टम में हुई गड़बड़ी को दुरुस्त कर लिया गया। एयरपोर्ट अथारिटी आफ इंडिया (एएआइ) के अधिकारियों का कहना है कि भले ही सिस्टम को दुरुस्त कर लिया गया है, लेकिन अभी स्थिति सामान्य होने में समय लगेगा।

जागरण संवाददाता के अनुसार, एटीसी व चालक दल के बीच संवाद टूटने की वजह से कई विमान हवा में ही चक्कर काटते रहे। उड़ान भरने को तैयार विमानों की कतार लग गई। नतीजतन भोपाल, चंडीगढ़, अहमदाबाद आदि स्थानों पर भी विमान सेवाएं प्रभावित हुईं। अकेले आइजीआइ एयरपोर्ट से शुक्रवार सुबह से लेकर शाम सात बजे तक करीब एक हजार उड़ानें लेट हुईं। औसत विलंब एक घंटा रहा। कई उड़ानें दो से तीन घंटे की देरी से या तो रवाना हुईं या फिर इतनी ही

- भोपाल, चंडीगढ़, अहमदाबाद, आदि जगहों पर भी विमान सेवाएं हुईं प्रभावित
- एयर ट्रैफिक कंट्रोल सिस्टम में तकनीकी खराबी, एटीसी और विमान क्रू के बीच संवाद टूटा
- उड़ान भरने को तैयार विमानों की लगी रही कतार, कई विमान आसमान में लगाते रहे चक्कर
- उड़ानों में एक से तीन घंटे तक की हुई देरी आइजीआइ सहित देशभर में परेशान होते रहे यात्री

नई दिल्ली स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर शुक्रवार को प्रतीक्षा करते लोग। प्रेट

97 प्रतिशत उड़ानों में हुई देरी

गुरुवार मध्य रात्रि से शुक्रवार शाम छह बजे तक की बात करें तो प्रस्थान की 97 प्रतिशत उड़ानों में विलंब हुआ। औसत देरी की अवधि करीब एक घंटा रही। इसी तरह आगमन की बात करें तो दो तिहाई उड़ानें लेट रहीं। औसत विलंब की अवधि करीब 70 मिनट रही।

आइजीआइ एयर पोर्ट पर एटीसी सिस्टम में आई तकनीकी खराबी के कारण लगभग 300 उड़ाने प्रभावित हुई। खड़े हुए हवाई जहाज। ध्रुव कुमार

देरी से दिल्ली पहुंचीं। इससे आइजीआइ सहित देशभर के यात्री परेशान होते रहे।

प्रेट के अनुसार, इंडिगो, एयर इंडिया, एयर इंडिया एक्सप्रेस, स्पाइसजेट व अकासा एयर ने कहा, हवाई यातायात नियंत्रण प्रणाली में खराबी के कारण

दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। आइजीआइ देश का सबसे व्यस्त हवाई अड्डा है। यहां से रोजाना 1500 से ज्यादा उड़ानें संचालित होती हैं। सुबह छह बजे तक आगमन की उड़ानें सामान्य रहीं, पर प्रस्थान की उड़ानों

पर गुरुवार देर रात से ही असर दिखना शुरू हो गया था। रात में आधे से पौने घंटे की देरी से किसी यात्री को विशेष परेशानी महसूस नहीं हुई, पर जैसे-जैसे दिन चढ़ा, असर नजर आने लगा। सुबह छह बजे के बाद तो एक घंटे की देरी

कैसे हुई समस्या की शुरुआत

समस्या एयर ट्रैफिक कंट्रोल के एएमएसएस (आटोमैटिक मैसेज स्विचिंग सिस्टम) में गड़बड़ी से शुरू हुई। एएमएसएस हवाई यातायात को नियंत्रित करने का केंद्रीय तंत्र है, जो उड़ानों के प्लान, मौसम की जानकारी और रूट को मैनेज करता है। एएमएसएस में गड़बड़ी के कारण आटोमैटिक फ्लाइट

प्लान ट्रांसमिशन रुक गया और कंट्रोलर्स को मैन्युअल रूप से हर डिटेल की एंट्री करनी पड़ी। एएमएसएस में खराबी गुरुवार रात से ही सामने आने लगी। तकनीकी टीम ने इसे तत्काल ठीक करने का काम शुरू कर दिया, लेकिन सुबह के समय सारी कोशिश धरी की धरी रह गई और यह पूरी तरह ठप पड़ गया।

सुबह के बाद एयरलाइनों ने जारी की एडवाइजरी

गुरुवार देर रात शुरू हुई गड़बड़ी को एयरलाइनों ने उतनी गंभीरता से नहीं लिया, लेकिन सुबह जब वे एरिया में प्रस्थान से जुड़ी उड़ानों की कतर लगानी शुरू हुईं, तो तमाम एयरलाइनें सक्रिय हो गईं। इसके

बाद एडवाइजरी जारी करने का सिलसिला शुरू हो गया। इंडिगो, एयर इंडिया, स्पाइसजेट सहित तमाम एयरलाइनों ने यात्रियों को एडवाइजरी जारी कर स्टेटस चेक करने की सलाह दी।

उड़ान में विलंब से साइबर हमले का कोई लेना–देना नहीं

राष्ट्रीय ब्यूरो के अनुसार, इलेक्ट्रानिक्स और आइटी मंत्रालय का कहना है कि इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर हवाई सेवा बाधित होने के पीछे साइबर हमले का कोई हाथ नहीं है। एयर ट्रैफिक कंट्रोल के साफ्टवेयर में गड़बड़ी की वजह से नई दिल्ली हवाई अड्डे पर उड़ान में घंटों देरी हुई। एयर ट्रैफिक कंट्रोल के सिस्टम में खराबी की

वजह से सैकड़ों हवाई जहाज समय से नहीं उड़ पाए। आरंभ में इस सिस्टम में गड़बड़ी को साइबर हमले से जोड़कर देखा जा रहा था, जिससे सरकार ने साफ इन्कार किया है। सूत्रों का कहना है कि हवाई अड्डा प्राधिकरण की तरफ से भी इस बात की पुष्टि की गई है कि सिस्टम में गड़बड़ी किसी साइबर हमले की वजह से नहीं हुई।

सामान्य बात होने लगी। उधर आगमन की उड़ानों में सुबह 10 बजे के बाद से विलंब का असर दिखना शुरू हुआ। दिन में दो बजे के बाद आगमन व प्रस्थान दोनों पर असर समान रूप से दिखने लगा था। एएआइ के अधिकारी ने देर

शाम बताया कि मैसेज स्विचिंग सिस्टम अब पूरी तरह कार्यशील है। दिल्ली हवाई अड्डे पर बड़ी संख्या में उड़ानें अभी होल्ड पर हैं। जब तक पुराने बैकलाग को क्लियर नहीं कर दिया जाएगा तब तक स्थिति सामान्य नहीं होगी।

एयरपोर्ट पर सैकड़ों यात्री विमान और सामान के इंतजार में फंसे रहे

आईजीआई एयरपोर्ट पर शुक्रवार को एटीसी में तकनीकी खराबी का असर देश के कई हवाईअड्डों पर देखने को मिला। दिल्ली में यात्री घंटों इंतजार के बाद भी उड़ान के समय की सही जानकारी नहीं मिलने से परेशान नजर आए। लोगों ने इसे लेकर सोशल मीडिया पर भी भड़ास निकाली है। यात्रियों को हुई परेशानी पर पेश है 'हिन्दुस्तान' की रिपोर्ट ...
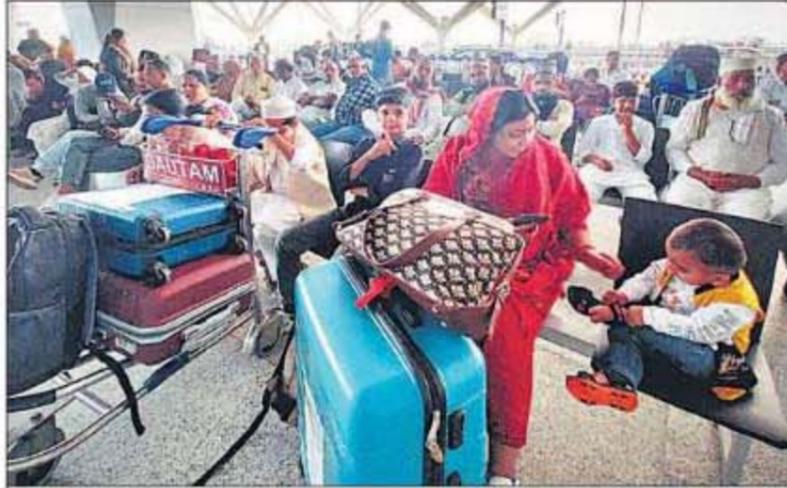

आईजीआई हवाईअड्डे पर शुक्रवार को तकनीकी खामी के कारण विमानों का परिचालन काफी देर तक ठप रहा। इस दौरान एयरपोर्ट परिसर महिलाएं-बच्चे और बुजुर्ग परेशान दिखाई दिए।
● संजीव वर्मा

परेशानी

पेज-1 से आगे

नई दिल्ली। तकनीकी खराबी के कारण उड़ानों में देरी पर यात्रियों ने सोशलमीडिया पर नाराजगी जताई और कुछ ने टिकट का पैसा लौटाने की मांग की। विमानन कंपनियों ने सोशल मीडिया पर लोगों के सवालों का जवाब देकर उन्हें शांत करने का प्रयास किया।

एक यात्री अनीता ने लिखा कि उनकी उड़ान शाम छह बजे की थी, लेकिन चार बजे के बाद से कोई अपडेट नहीं मिला। वहीं, अपर्णा गुप्ता ने बताया कि वे दो बजे से विमान के अंदर बैठी हैं, तीन घंटे बीत चुके हैं और कॉफी-चाय जैसी सुविधाएं भी नहीं दी गईं।

तकनीकी खराबी के चलते 300 से अधिक उड़ानें प्रभावित हुईं। देरी के कारण बोर्डिंग गेट्स पर लंबी कतारें लग गईं। कुछ यात्रियों ने सोशल मीडिया पर विमान के अंदर भी लंबे इंतजार की शिकायत की।

एएमएसएस क्या है? : यह एक अत्याधुनिक कंप्यूटरीकृत मैसेज स्विचिंग सिस्टम है, जो एयरपोर्ट्स के बीच उड़ान प्लान, विमान के संचालन संबंधी संदेशों का आदान-प्रदान करता है। यह सिस्टम एयरलाइंस, एटीसी और ग्राउंड क्रू के बीच एक महत्वपूर्ण कड़ी का काम करता है, जो रनवे पर टेकऑफ-लैंडिंग की योजना बनाता है।

सोशल मीडिया पर फूटा गुस्सा

❝ फ्लाइट दोपहर 1 बजे उड़ान भरने वाली थी, लेकिन फिर से देरी कर दी गई। नई समयसूची के मुताबिक 9.35 बजे रवाना होगी बताया गया। यात्रियों के समय और सुविधा के प्रति ऐसा लापरवाह रवैया बेहद शर्मनाक है। **– एल्विश यादव, यात्री**

❝ हम चार घंटे से एयरपोर्ट पर सामान का इंतजार कर रहे है, लेकिन अब तक किसी ने जवाब नहीं दिया। एयरपोर्ट पर गड़बड़ी है, मगर न एयरलाइन की ओर से कोई संदेश मिला, न ही कोई ईमेल। यात्रियों की अनदेखी हो रही है। **– राखी अग्रवाल, यात्री**

❝ इंडिगो की जम्मू-दिल्ली फ्लाइट करीब तीन घंटे से लेट है और यात्री अब बेचैनी जताने लगे हैं। लगातार देरी और सूचना के अभाव से नाराजगी बढ़ रही है। यात्रियों का सब्र अब टूटने लगा है। कोई जवाब देने वाला नहीं है। **– गंधर्व कोहली, यात्री, जम्मू एयरपोर्ट**

❝ दिल्ली एयरपोर्ट पर बीते तीन दिनों में कभी बैगेज डिले तो कभी फ्लाइट लेट की समस्या आ रही है। आज दिल्ली से वडोदरा जा रही हूं। उड़ान को 3.5 घंटे से ज्यादा हो चुके हैं। सवाल यह है कि हमें बोर्ड क्यों कराया गया? यात्रियों को पहले से सूचना क्यों नहीं दी गई? **– तेजस्वनी जगलान, यात्री**

उत्तराखंड : उड़ानों में 60-80मिनट तक की देरी से यात्रियों को परेशानी

देहरादून/पंतनगर। दिल्ली से देहरादून के जौलीग्रांट एयरपोर्ट आने वाली छह उड़ानें निर्धारित समय से काफी देर से पहुंचीं। सबसे अधिक असर एयर इंडिया की उड़ानों पर पड़ा। एयर इंडिया की जयपुर से सुबह 9:45 बजे जौलीग्रांट पहुंचने वाली फ्लाइट 11:19 बजे, एयर इंडिया की दिल्ली से दोपहर 12:20 बजे पहुंचने वाली फ्लाइट 01:39 बजे एयरपोर्ट पर उतरी। इस तरह अन्य उड़ानों में भी 60-80 मिनट की देरी रही। इसके अलावा दिल्ली से देहरादून के लिए शाम 4:10 बजे आने वाली इंडिगो की फ्लाइट शाम 6:30 बजे जबकि दिल्ली से इंडिगो एयरलाइंस की शाम 3:20 बजे आने वाली फ्लाइट शाम करीब 7:32 पर एयरपोर्ट पहुंची। दिल्ली से पंतनगर आने वाली इंडिगो एयरलाइंस की दोनों उड़ानें शुक्रवार को तकनीकी खराबी के कारण रद्द कर दी गईं। एयरपोर्ट निदेशक पवन कुमार ने बताया कि दोनों विमानों को तकनीकी कारणों से उड़ान भरने की अनुमति नहीं दी गई।

बिहार : यात्रियों को मोबाइल पर विमान के समय की सूचना दी गई

पटना। शुक्रवार को पटना के 21 विमान देरी से आए-गए। इनमें दिल्ली के अलावा अन्य शहरों के विमान भी शामिल हैं। पटना में अधिकतर विमान दूसरे शहरों से आते हैं, इसके बाद यहां से उड़ानों की आवाजाही होती है ऐसे में विमानों की लेटलतीफी लगभग दो घंटे तक रही। विमानन कंपनियों की ओर से यात्रियों के मोबाइल पर इसकी सूचना दी गई थी। लेकिन, उन यात्रियों को इंतजार करना पड़ा जो सूचना मिलने से पहले एयरपोर्ट पर पहुंच चुके थे।

उत्तर प्रदेश : मैन्युअल तरीके से काम हुआ

लखनऊ। दिल्ली एयरपोर्ट पर गुरुवार की शाम से शुरू हुई तकनीकी समस्या का असर लखनऊ पर ज्यादा पड़ा। दिल्ली से नजदीक एयरपोर्ट जैसे लखनऊ, अमृतसर, जयपुर, उदयपुर में भी वही समस्या रही। नतीजतन यहां स्थिति यह हो गई कि फ्लाइटों में यात्रियों की बोर्डिंग हो गई पर जहाज जहां तहां एप्रन में रुके रहे। एक यात्री ने तो झल्लाहट में यहां तक कहा कि, हमें बंधक क्यों बनाया गया है, कुछ बताया क्यों नहीं जा रहा। यह समस्या ऑटोमैटिक मैसेज स्विचिंग सिस्टम में आई थी। एमएसएस से फ्लाइट का रूट, मौसम की जानकारी एटीसी की स्क्रीन पर पहुंचती है। इस सिस्टम के ठप हो जाने से फ्लाइट का नंबर एटीसी की स्क्रीन पर यहां भी नहीं आ रहा था। ऐसे में सभी काम मैन्युअल तरीके से किए गए।

झारखंड : दिल्ली से रांची आने वाली विमान सेवा रद्द की गई

रांची/देवघर। दिल्ली एयरपोर्ट पर एटीसी में खराबी से दिल्ली से रांची आनेवाले विमान भी प्रभावित रहे। शुक्रवार की रात 8.30 बजे इंडिगो की दिल्ली से रांची आने वाली सेवा रद्द कर दी गई। जबकि 8.40 बजे दिल्ली से रांची आनेवाला एयर इंडिया विमान के देर रात 11.30 बजे पहुंचने की बात कही गई। इंडिगो की दिल्ली से सुबह 8.35 बजे वाला विमान ढाई घंटे, एयर इंडिया दिल्ली-रांची विमान ढाई घंटे, इंडिगो का 2.15 बजे आनेवाला विमान देरी से आया।

Hindustan Times

Passengers left tired, hungry, angry

Understanding the delays at IGI

AMSS routes critical flight information between airlines, air traffic controllers (ATC), meteorological services and airports.

900+ flights delayed

How the communication takes place

When an aircraft is ready for departure, the ATC assigns it a transponder code

As the aircraft moves through controllers, the information gets passed along through AMSS using the code

Who all use the system

AIRLINES
- File flight plans, route changes
- Submit other details like passenger counts
- Receive time slots and information on when the paths are cleared
- Get weather updates and NOTAMs

ATCs
- Receive flight plan information and update it with correct time and route during the progress of flights through the airspace
- Tower controllers get flights' departure and arrival sequence
- Area controllers receive en-route flight information

AIRPORT
- Assign bays. Ground handling staff coordinate based on flight info via AMSS
- Fuel trucks, catering, baggage handlers all need advance bay info

INTERNATIONAL COMMUNICATION
Flight plans are transmitted across countries using AFTN (a layer of AMSS) so each country that the flight flies over knows where it is supposed to be

Aditya Khatwani and
Aheli Das

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NEW DELHI: A crippling technical glitch in the Air Traffic Control (ATC) system at Delhi's Indira Gandhi International (IGI) airport on Friday catapulted to complete chaos as over 800 flights faced delays—some by over 12 hours—usurping the plans of thousands of travellers. By afternoon, departure of 313 flights and arrival of 118 flights was impeded by a glitch that authorities call "uncommon... never happened before."

To be sure, IGI airport, one of India's busiest, manages over 500 flight movements each day.

Passengers, frustrated with a few of malfunctions to have ailed IGI airport in the last few months, were left fuming once again – with many wondering if this is now an international airport ocated in the Capital of a country should function. The issue was finally resolved late evening.

At 8 am, 55-year-old Mahinder Pal reached the airport from his residence in Amritsar — 470 km away — with his son and his three friends who are moving to Dubai for work.

"They are starting a new job. The flight was supposed to take off at 4 pm, but then we got to know from our agent that it had been delayed. Since we didn't know how long the delay was initially, we reached the airport anyway so that my son wouldn't miss the flight. We have now been informed that his flight will only take off at 10 am tomorrow," said Pal—exhausted, hungry, and furious. Seated outside the airport, he was unsure of what to do next or how his son will explain to his new work place why he will be late on day one.

Ranvir Singh, 34, accompanied Pal from Amritsar to drop off a cousin who too is headed to Dubai for work. "We are supposed to take the train back to Amritsar today but now we can't... We can't leave the children here waiting all alone. We will have to spend more money here to stay the night. The food at the airport is so expensive, we can't afford it. So, we have been starving since 8 am," said Singh.

Chaotic scenes unfolded at the IGI airport on Friday morning with clueless passengers showing up only to be informed about inordinate delays leading to serpentine queues inside and outside the airport. Tired families desperately refreshed websites on their phones, while others stared at the information board — Ranchi, DELAYED; Pune, DELAYED; Bhopal, DELAYED; Jeddah, DELAYED; Newark, DELAYED; Kuwait, DELAYED. It was only by afternoon — by which time airlines had swung into action with text messages and emails to passengers about delays — that things eased up outside the airport.

For some it meant shorter holidays, missed connections, delay in joining work, while for others like 46-year-old engineer Somnath Chatterjee, it meant heartbreak. He was headed to Kolkata to attend an old friend's funeral. "My flight is delayed by hours. I won't make it on time for my friend's last rites. This is just cruel and unacceptable. I tried to book another flight but either tickets are not unavailable or those flights are also facing delays. There is just too much chaos here," he lamented.

Meanwhile, officials said a malfunction in the Automatic Message Switching System (AMSS), which feeds crucial flight plan data to the Auto Track System (ATS) led to the disruption. "Flight operations at Delhi Airport are experiencing delays due to a technical issue in the Automatic Message Switching System (AMSS), which supports Air Traffic Control data. Controllers are processing flight plans manually, leading to some delays. Technical teams are working to restore the system at the earliest. We appreciate the understanding and cooperation of all passengers and stakeholders," a statement from the Airports Authority of India (AAI) said.

An official told HT that the issue began on Thursday afternoon around 3 pm. "Since the ATCOs (air traffic controllers) have not received flight plans automatically on their screens, controllers are now preparing flight plans manually using available data, a process that is slowing down operations and contributing to congestion at the airport," said the official, while another official aware of the matter said "such a glitch is uncommon and has not happened earlier."

In another corner of the airport on Friday afternoon, 25-year-old Jal Boudha, a student from Rajasthan, paced from one end to another, as he impatiently refreshed the website on his phone to see if there's an update about the arrival status of an Air India flight from Saudi Arabia. "I am here to pick up a friend who was supposed to land at 1.35 pm but that flight has still not landed. No one seems to know when it will reach. We were supposed to head back to our hometown via a train today but now we will miss that train too. Who will foot these losses?" he asked.

Many passengers took to social media apps such as X and Facebook to express their frustration over the delays, and the early morning chaos at the airport. One X user lamented, "It is a nightmare to be sitting in an aircraft for 2 hours due to massive signal failure. 90 flights are queued up and there is no clarity when we will take off. There could be failures but why can't you inform passengers before boarding," while actor-musician Daniel Weber tweeted, "Hello @DelhiAirport how about you allow flights to get to the parking gate? We are sitting on the runway for 30 min with no gate. Seems like a basic thing you can manage!"

The situation remained equally dire and frustrating in the evening with no solution in place. An X user wrote, "The situation at Delhi Airport is extremely chaotic — most flights are either delayed, postponed, or cancelled. The management seems completely unprepared to handle the situation. Very poor coordination and communication with passengers @DelhiAirport @DGCAIndia"

Meanwhile the IT ministry ruled out the possibility of a cyber attack behind the massive disruption. An official, who asked not to be named, told HT. "There is supposed to be an automatic update of flight plans that stopped functioning. It is not a cyber attack."

In the afternoon, Gautam Kocher, 55, awaited his daughter's arrival with a fat bouquet of roses in his hand. "The flight is delayed by an hour as of now. I don't mind waiting. I heard some flights are delayed by six-eight hours, so I am lucky that this is a short delay... But there is no space to sit here. The airport should make adequate arrangements for people to sit on such days," he said.

Another passenger, who spoke to HT but asked not to be named, said that the cancellation of the flight he was supposed to take has led to him cutting short his holiday to Kuala Lumpur in Malaysia, followed by Seoul in South Korea. "This has ruined all my plans. I was supposed to leave for Chennai from here. I have been waiting for four hours and now they have said the flight is cancelled. I haven't been able to book another flight. I had a holiday planned but if I don't make it to Chennai on time, I will have to skip going to Kuala Lumpur, and head straight to Seoul only," he said.

For Saajid Naseem, 36, his Delhi holiday – otherwise full of memories of a lifetime – has ended on an anxious note. "This will lead to problems at work. I work in a firm in Africa and this delay means I will miss my connecting flight from Doha," said Naseem.

Hunt on for British man who escaped from IGI on Oct 29

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NEW DELHI: A 36-year-old British national who was being deported from Thailand to the United Kingdom (UK) managed to escape from the immigration area during a halt for a connecting flight at Delhi's Indira Gandhi International Airport and escaped into the city on October 29, raising concerns over a serious security lapse. He does not have a valid visa to stay in India and has not been traced in 10 days since the incident, two police officers familiar with the matter said on Friday.

The man, identified as Jordan Joseph Peter Fitz Patrick, arrived at the IGI Airport around noon on October 28 from Bangkok by an Air India flight. His connecting flight, run by Air India, to London from the Delhi airport was to take off nearly two-and-a-half hours after his arrival.

"Patrick was kept in the international to international passenger transfer area under the vigil of the airline's ground handling and escort staff. He fled from there," said one of the officers.

According to the second officer, his disappearance was discovered on October 29, when the airline staff informed the immigration officials and other authorities concerned, triggering an extensive search operation by the Delhi Police and central security, as well as intelligence agencies.

Immigration officials and the Central Industrial Security force (CISF), while scanning CCTV cameras, found that the passenger had fled the immigration area on the morning of October 29. "The CCTV footage showed Patrick scaling the flap gate at immigration e-visa counter and exiting the airport from the arrival gate along with other passengers around 7.30 am. He was further seen going towards the city side," the second officer said.

A first information report (FIR) under sections 3 (requirement of passport or other travel document and visa) and 2I (penalty for entry without valid passport or other travel document) of the Immigration and Foreigners Act was registered at the IGI Airport police station on October 31, the officers said.

Air India did not comment on the incident.

The British Embassy did not respond to calls and messages seeking comment on the matter.

The CISF, which provides security at the airport, said the incident is being investigated by the Delhi Police.

A CISF official, under condition of anonymity, said, "It did not happen in an area which was under our jurisdiction and so, we are not involved directly. The police is investigating the man's movement."

Officers said that the matter was brought to the notice of the Delhi Police's airport unit through a letter sent by the immigration department. Accordingly, the FIR was registered on the complaint lodged by an assistant sub-inspector from the Foreigners Regional Registration Office (FRRO).

"A case was registered in the matter and the concerned airline staff was questioned. Teams were formed to trace the person and they are working based on technical and human intelligence," said deputy commissioner of police (IGI Airport) Vichitra Veer.

Besides multiple teams of the Delhi Police, including the special cell and crime branch, the Bureau of Immigration, the CISF, the Intelligence Bureau (IB), and other agencies concerned, are looking for the British national. An alert has already been sounded at railway stations, interstate bus terminals, and Delhi metro stations.

"Investigators also searched some hotels around the airport but Patrick could not be found," the first officer added.

THE ACCUSED DOES NOT HAVE A VALID VISA TO STAY IN THE COUNTRY AND HAS NOT BEEN TRACED IN 10 DAYS, POLICE HAVE SAID

Airport terminal 1A to be demolished

Freed up space will be used for airport related expansion activities: Officials

Yogesh Naik

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MUMBAI: Terminal 1A of the Chhatrapati Shivaji Maharaj International Airport (CSMIA), which was shut down in 2016, will be demolished soon along with a defunct chiller plant and a temporary shed located on the premises, officials aware of the matter told Hindustan Times. The space freed up after demolition will be used for airport-related expansion activities, the officials said.

"The Mumbai Metropolitan Region Development Authority (MMRDA), which is the planning authority for the airport area, gave an NOC (no objection certificate) to demolish terminal 1A on September 24, 2025," an official told HT.

The terminal used to cater to domestic flights operated by the erstwhile Indian Airlines, which was later merged with Air India, before it was shut down in 2016. Though it did not have enough space for maneuvering and parking vehicles, it had a few rooms for VVIPs, which hosted important political meetings

MIAL is gearing up to demolish the long-shuttered Terminal 1A, closed since 2016, as part of its revamp plans.   SATISH BATE/HT PHOTO

involving former Prime Minister Manmohan Singh, former United Progressive Alliance president Sonia Gandhi and Prime Minister Narendra Modi.

The terminal, inaugurated in 1992, was the first airport in the country to have aerobridges, said a former Air India employee, requesting anonymity.

"It was a state-of-the-art terminal in those days and VVIPs used to prefer it. In 2014, when Modi was the chief minister of Gujarat and had come to Mumbai to launch his poll campaign, he was given a big welcome at the terminal," the former Air India employee said.

After the serial blasts on local trains in the city on July 11, 2006

and the 26/11 terror attack in 2008, the meeting rooms in the terminal were used to formulate strategies to tackle such events.

"The structure has outlived its life and cracks have appeared at some places," the person said.

The CSMIA has also called for expressions of interest for refurbishment of terminal 1. The terminal will not be demolished till the next phase of the Navi Mumbai International Airport (NIMA) is completed by 2029-30 to ensure there is no disruption to air traffic and airport capacity, sources said.

"Terminal 1 will also be pulled down eventually to make way for a larger structure," an official said.

The promise of the Navi Mumbai airport

I'll begin with the good news. On October 8, Prime Minister Narendra Modi inaugurated the new Navi Mumbai International Airport (NMIA). The first phase of the NMIA, built at a cost of just under ₹20,000 crore, is expected to be operational from December, one year post the initial deadline of December 2024. The initial handling capacity of the solo functioning terminal is expected to be around 20 million passengers a year.

The NMIA constitutes a memorable milestone for India's aviation sector. It would not be an overstatement to say that India's aviation sector and airlines over the years have paid a very high price for the failure of successive Indian governments to build a much-needed second airport in the country's financial capital.

Back in 2005-2006, Jet Airways, which was one of the leading airlines then headquartered out of Mumbai, had even begun to levy a congestion surcharge after it estimated it was losing $6 million every quarter on account of this.

Newer Mumbai-headquartered airlines such as Akasa Air have been forced to park aircraft at Bengaluru and other locations due to the non-availability of parking bays at Mumbai. Time slots for airlines are virtually impossible to come by.

Further, since Delhi and Mumbai together account for a majority of air traffic in the country, any delays and extra costs on these sectors have a cascading effect on other routes in the network, all of which adds up to a larger toll. So, the arrival of NMIA is certainly a major cause for celebration.

Now comes the bad news. Although Navi Mumbai was selected for its proximity not just to the MMR but also Pune, Thane and Alibaug, it is expected that almost 60% of the total traffic the airport attracts will come from South Mumbai and the Western suburbs. While the airport may be up and running next month, getting to it from this and other parts of Mumbai promises to be quite a task. As things stand today, a random Google Maps entry for directions from South Mumbai's Cuffe Parade on a weekday afternoon showed the driving time as 100 minutes!

As readers would be aware, Mumbai is a city of "ifs and buts". Forever changing political alliances and the mercurial balance of power have defined the city, leading to a situation where infrastructure has often been built only when something is coming apart at the seams. So herein lies the rub: How will this airport be viable or of interest unless passengers can reach it easily?

When I had visited the airport site — then in the construction phase (October 2023) — the NMIA team had painted a rosy picture of just how accessible the new airport would be. Their assessment was based on the assumption that three key projects that were then under construction would be commissioned before the airport is functional — the MTHL, Bandra-Versova Sea Link, and Worli-Sewri Connector.

Based on this, it was estimated that the distance from Cuffe Parade or Colaba, approximately 40-45 km to the NMIA through the MTHL, will be covered in about 40-45 minutes.

This, however, is unlikely to happen in a hurry. Of the three, only the MTHL is up and running. The Bandra-Versova sea link is expected to take at least another two years, and the Worli-Sewri connector, yet to get started, might be several years away. From the western suburbs, travel to the new airport is likely to be even more of a challenge. As things stand, residents expect the travel time to the NMIA to be twice that of the existing airport and the cost by taxi (private cars aside) to be more than double, making it a far less attractive proposition than the existing airport. This will have to be factored in by airlines regarding the fares on offer and by the airport regulator when setting aeronautical charges. Any gains from non-aeronautical revenues are likely to be some years away.

Eventually, the airport is also expected to be accessible by a combination of train and metro routes, all of which will be a trade-off between time taken and cost incurred, but residents argue that this is several years away, as metro connectivity remains limited. It is also envisaged that passengers should be able to hop onto a ferry service accessible from Radio Club or the jetty at Colaba to reach the Nerul/Belapur jetty, from where they can head to the airport using a shuttle bus or taxi in a total of approximately 50 minutes. If that sounds pretty ambitious, that's because it is!

In short, the full benefits of the much-awaited new airport will have to wait.

Anjuli Bhargava

Anjuli Bhargava writes about governance, infrastructure, and the social sector. The views expressed are personal

The NMIA constitutes a memorable milestone for India's aviation sector.   HT PHOTO

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The NMIA constitutes a memorable milestone for India's aviation sector.   HT PHOTO

US to cancel flights as govt shutdown drags on

Agence France-Presse

letters@hindustantimes.com

WASHINGTON: US officials said the scheduled capacity for flights would be cut by 10% in 40 busy air traffic areas nationwide on Friday as the longest government shutdown drags on.

Federal agencies have been grinding to a halt since Congress failed to approve funding past September 30, with some 1.4 million federal workers, from air traffic controllers to park wardens, still on enforced leave or working without pay.

"There is going to be a 10% reduction in capacity at 40 of our locations," Transportation Secretary Sean Duffy told a White House news briefing on Wednesday, adding that the cuts would come into effect on Friday. Federal Aviation Administration (FAA) chief Bryan Bedford said the reductions would be at "40 high traffic environment markets".

The official list of affected airports is expected to be published later on Thursday but, according to US media outlets, flights will be reduced at some of the busiest airports in the nation, including Chicago, Dallas, Los Angeles, New York, Miami and Washington.

International flights would not be affected by this measure, a source speaking on condition of anonymity told ABC News.

Flight reductions will begin at 4% on Friday and gradually reach 10%, media outlets

Cancelled flights are seen on a screen at Orlando International Airport in Orlando, Florida on October 30.   AFP

reported. AFP contacted the Department of Transport and FAA seeking more details about the airports that would be affected.

United Airlines issued a statement on social media that said "long-haul international and hub-to-hub flights will not be impacted."

More than 10,000 flights to or from the United States experienced delays last weekend, according to the tracking service FlightAware.

The government shutdown became the longest in US history on Wednesday, eclipsing the 35-day record set during President Donald Trump's first term. Airport workers calling in sick rather than working without pay — which led to signifi-

cant delays — was a major factor in Trump bringing an end to that 2019 shutdown.

More than 60,000 air traffic controllers and Transportation Security Administration officers are now working without pay, and the White House has warned that increased absenteeism could create chaos at check-in lines.

House Speaker Mike Johnson said in late October that five percent of flight delays had been the result of staffing shortages but that number had now increased to more than 50%.

He warned at the time that the "longer the shutdown goes on, and as fewer air traffic controllers show up to work, the safety of the American people is thrown further into jeopardy."

Airlines report 'severe' GPS spoofing over Delhi for 7 days

Such occurrences have been reported within a 60-nautical-mile radius of the capital, resulting in false navigation data, say pilots and ATC personnel; DGCA inquiring into reports, says official

Jagriti Chandra
NEW DELHI

Aircraft flying over Delhi have been experiencing "severe" GPS spoofing over the past week, causing false navigation data such as incorrect aircraft positions and misleading terrain warnings, according to pilots and air traffic control (ATC) sources.

"The Directorate General of Civil Aviation [DGCA] is seized of the matter," a top government official said, adding that they were enquiring into the incidents. A meeting was held between S.K. Sinha, Secretary, Ministry of Civil Aviation, and Faiz Kidwai, Director-General, DGCA, on Thursday evening.

Such occurrences have been reported within a 60-nautical-mile radius of Delhi over the past week, according to an air traffic controller. Another ATC official said the disruptions often required manual intervention, with controllers providing direct navigation guidance to cockpit crew.

A pilot with a leading airline said he had encountered GPS spoofing on all
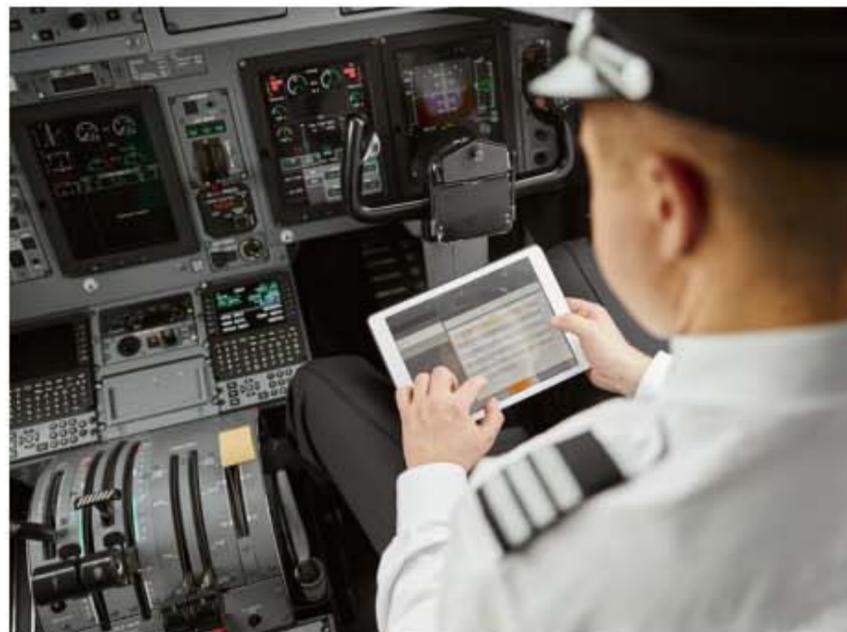
A pilot with a leading airline says he encountered GPS spoofing on all six days he operated flights last week. GETTY IMAGES

six days he operated flights last week. During one approach to Delhi airport, his cockpit systems even issued a false terrain warning, suggesting obstacles ahead where none existed. Others encountered a similar warning while taking off from the airport. This has also caused flight delays at the busy airport.

The above sources explained that while it was common to experience GPS spoofing over India's border with Pakistan, such incidents over Delhi were unusual. There wasn't any advisory alerting pilots and controllers to military exercise in the vicinity of Delhi requiring them to exercise caution.

Type of cyberattack
Spoofing is a type of cyberattack that transmits false GPS signals to mislead navigation systems.

The global airlines body, the International Air Transport Association (IATA), and the United Nation's aviation safety watchdog, International Civil Aviation Organisation (ICAO), have warned that these disruptions pose a significant and growing threat to aviation safety.

In December 2024, an Embraer 190 operating an Azerbaijan Airlines passenger flight from Baku to Grozny, Russia, was struck and severely damaged by a Russian surface-to-air missile, killing 38 of 67 onboard. Russian President Vladimir Putin apologised to his Azerbaijani counterpart, Ilham Aliyev, for what he called a "tragic incident".

Between 2021 and 2024, reported cases of GPS signal loss surged by 220%, according to IATA's data.

The Ministry told Parliament in March that as many as 465 GPS interference and spoofing incidents were reported in the border region, mostly in the Amritsar and Jammu areas, between November 2023 and February 2025. In November 2023, the DGCA directed airlines to establish standard operating procedures and submit bi-monthly reports on spoofing incidents.

GPS spoofing in itself doesn't hamper the safety of an aircraft, as aircraft systems are built with several redundancies, including the Inertial Reference System that's also used for navigation, which continue to operate safely for up to five hours even if a primary system fails.

British national facing deportation escapes from airport immigration area

Express News Service
New Delhi, November 7

IN A serious lapse of security at Delhi Airport, a British national arriving from Bangkok allegedly escaped from the immigration area last week, prompting an extensive manhunt by security agencies.

Officials said the incident took place on October 28, when the passenger, Fitz Patrick, landed in Delhi on Air India flight AI 333 from Bangkok.

Patrick was scheduled to be deported to the UK via Thailand, but managed to evade authorities after landing in Delhi. Police said during immigration clearance, he gave security personnel the slip and exited the restricted area without completing the formalities.

Authorities suspect that the passenger may have fled through an unsecured section of the arrival zone, bypassing checks meant to prevent unauthorised movement.

A senior official said that teams from the Delhi Police, Bureau of Immigration, and the CISF are probing the breach.

Sources said an alert has been issued across airports and hotels in NCR to locate the missing passenger.

राजधानी में आइजीआइ हवाई अड्डे पर यातायात नियंत्रण प्रणाली में खराबी **विलंब** आठ सौ से अधिक घरेलू-अंतरराष्ट्रीय सेवाओं के आवागमन में हुई देरी

दिल्ली में तकनीकी खामियों की वजह से कई शहरों की उड़ानों पर असर

जनसत्ता ब्यूरो
नई दिल्ली, 7 नवंबर।

राष्ट्रीय राजधानी के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे (आइजीआइए) पर शुक्रवार को अफरातफरी मची रही। हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण लगभग 800 घरेलू और अंतरराष्ट्रीय उड़ानों में देर हुई। दिल्ली में आई इस समस्या के कारण मुंबई समेत देश के अन्य शहरों के लिए भी उड़ानों के आवागमन में देरी हुई। यात्री परेशान हुए, दिल्ली हवाई अड्डे पर दिन भर भीड़ की स्थिति रही।

भारतीय विमानपत्तन प्राधिकरण (एएआइ) ने सुबह 10 बजकर आठ मिनट पर 'एक्स' पर एक पोस्ट में कहा कि दिल्ली हवाई अड्डे पर उड़ानों में देरी हो रही है, क्योंकि 'आटोमैटिक मैसेज स्विचिंग सिस्टम' (एएमएसएस) में तकनीकी खामी आ गई है, जो हवाई यातायात नियंत्रण डेटा को सहयोग देता है। इंडिगो, एअर इंडिया, स्पाइसजेट और अकासा एयर जैसी विमानन कंपनियों ने शुक्रवार को कहा कि हवाई यातायात नियंत्रण प्रणाली में तकनीकी

खामी के कारण दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। राष्ट्रीय राजधानी का इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा (आइजीआइए) प्रतिदिन 1,400 से अधिक उड़ानों का संचालन करता है और देश का सबसे व्यस्त हवाई अड्डा है। देर शाम तक इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर भारतीय विमानपत्तन

प्राधिकरण (एएआइ) ने स्वचालित संदेश स्विचिंग प्रणाली (एएमएसएस) में आई तकनीकी खामी को दूर कर लिया है। परिचालन सामान्य तौर पर काम करने लगे हैं।

सरकारी स्वामित्व वाला एएआइ हवाई यातायात नियंत्रण और नौवहन सेवाएं प्रदान करता है। सूत्रों ने बताया कि पिछले दो दिनों

अब दिल्ली हवाई अड्डे पर हवाई यातायात नियंत्रण में। देर शाम तक इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर भारतीय विमानपत्तन प्राधिकरण (एएआइ) ने स्वचालित संदेश स्विचिंग प्रणाली (एएमएसएस) में आई तकनीकी खामी को दूर कर लिया। परिचालन सामान्य हो गया है।

में हवाई यातायात नियंत्रण प्रणाली में रुक-रुक कर समस्याएं आ रही थीं और तकनीकी समस्या का सुबह करीब 5.45 बजे से प्रणाली पर काफी असर पड़ने लगा। दिल्ली हवाई अड्डे का संचालन दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डायल) करता है। डायल ने दोपहर एक बजकर 42 मिनट पर 'एक्स' पर पोस्ट किया, 'दिल्ली हवाई अड्डे पर सभी एयरलाइन के परिचालन में फिलहाल देरी हो रही है। संबंधित प्रशासन इस समस्या का जल्द से जल्द समाधान निकालने के लिए काम कर रहे हैं।'

दिल्ली हवाई अड्डे पर 800 से ज्यादा उड़ानों में देरी हुई है और प्रस्थान करने वाली उड़ानों में लगभग 50 मिनट की देरी हुई। प्रभावित उड़ानों में आगमन और प्रस्थान दोनों शामिल हैं। सूत्रों के अनुसार, बोर्डिंग गेट के पास लंबी कतारें लगी हुई थीं और सैकड़ों यात्री हवाई अड्डा टर्मिनल के अंदर उड़ान की जानकारी के लिए इंतजार कर रहे थे। सूत्रों ने बताया कि प्रणाली में जारी समस्याओं के कारण हवाई यातायात नियंत्रकों ने उपलब्ध आंकड़ों के आधार पर गैर कम्प्यूटरीकृत तरीके से काम किया, जिसमें समय लगता है और इसके परिणामस्वरूप कई उड़ानें विलंबित हुईं।

दिल्ली एयरपोर्ट पर एक दिन में 800 फ्लाइट्स लेट

● 20 उड़ानें रद्द, ऑटोमैटिक एयर ट्रैफिक कंट्रोल सिस्टम में तकनीकी खराबी

नई दिल्ली, लोकसत्य। दिल्ली एयरपोर्ट पर शुक्रवार को 800 से ज्यादा डोमेस्टिक और इंटरनेशनल उड़ानों में देरी हुई। एयरपोर्ट के एयर ट्रैफिक कंट्रोल सिस्टम में तकनीकी खराबी की वजह से एयर ट्रैफिक कंट्रोलर्स यानी ATC को फ्लाइट्स का शेड्यूल नहीं मिल पा रहा है।

ATC के ऑटोमेटिक मैसेज स्विच सिस्टम (AMSS) में गड़बड़ी आई है। यह प्लेन के शेड्यूल यानी टेकऑफ और लैंडिंग की जानकारी देता है। ATC अधिकारी पहले से मौजूद डेटा के मुताबिक मैन्युअली फ्लाइट शेड्यूल तैयार कर रहे हैं। एयरपोर्ट अथॉरिटी ऑफ इंडिया (AAI) ने X पर पोस्ट कर जानकारी दी।

इंडिगो, एअर इंडिया, एअर इंडिया एक्सप्रेस, स्पाइसजेट और अकासा एअर ने कहा कि एयर ट्रैफिक कंट्रोल सिस्टम में तकनीकी समस्या के कारण दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। एयरलाइनों ने अब तक 20 उड़ानें रद्द कर दी हैं।

दिल्ली एयरपोर्ट पर फ्लाइट लेट होने का असर बाकी एयरपोर्ट्स पर भी दिखा। दिल्ली से वहां आने-जाने वाली फ्लाइट भी लेट हुईं। हालात कब तक सामान्य होंगे, अभी इस बारे में दिल्ली एयरपोर्ट अथॉरिटी ने कोई जानकारी नहीं दी है।

AMSS (ऑटोमेटिक मैसेज स्विचिंग सिस्टम) एयर ट्रैफिक कंट्रोल सर्विस से जुड़ा कंप्यूटर नेटवर्क सिस्टम है। AMSS के जरिए हजारों टेक्स्ट-बेस्ड मैसेज हर दिन पायलट, ग्राउंड स्टाफ और दूसरे एयरपोर्ट्स तक रीयल-टाइम भेजे जाते हैं।

Rs 460 cr disbursed for Kangra airport expansion, says Himachal CM Sukhu

ASHWANI SHARMA

SHIMLA: The Himachal Pradesh government has released Rs 460 crore as land compensation for the expansion of Kangra airport, one of the three key airports in the state. The proposal for the expansion of the airport, though, was initiated in 2013, but received a greater push after Chief Minister Sukhwinder Singh Sukhu announced the plan to make Kangra the tourism capital of the state two years back.

The plan involves the acquisition of the land over 147 hectares of land in 14 villages of Shahpur and Kangra tehsil, 12 km from Dharamshala.

At a review meeting of the tourism projects on Thursday, the CM said land awards amounting to Rs 460 crore have been released and disbursed to the beneficiaries towards land acquisition for the expansion of Kangra airport, while another Rs 1899 crore in awards are ready for disbursement.

"The expansion of Kangra airport is of paramount importance as it will bolster the economy of not only Kangra district but also the adjoining districts. It will go a long way in promoting tourism activities in this region, thereby generating employment and self-employment opportunities for the local youth," he said.

The CM also reviewed the ongoing plans of setting up heliports across the state and directed to accelerate the construction work. The operational authorisation for Sanjauli and Rampur Bushahr heliports has been received from the Directorate General of Civil Aviation (DGCA) and directed that those operations should commence soon after completing the remaining codal formalities. The CM reviewed the construction work of other heliports being set up at Kagnidhar in Mandi district, Rakkar and Palampur in Kangra district, Sultanpur in Kullu district, Reckongpeo in Kinnaur district, and Jaskot in Hamirpur district and instructed the officers to complete these projects by next year.

The CM said that better air connectivity for travellers will boost tourism in these areas. He asked for the identification and operationalisation of new helicopter routes to better serve the tourists. Sukhu directed officials to expedite the construction of the Auhar tourist complex in Bilaspur district, as 46 per cent of the work has been completed so far. He also reviewed various tourism projects funded by the ADB and instructed that their construction work be accelerated.

Tourism contributes significantly to Himachal Pradesh's economy, making up approximately 7% of the state's GDP. This sector is a key driver of growth, second only to agriculture in its contribution to the state's Gross Domestic Product. The tourism sector also provides significant employment opportunities, directly and indirectly.

ATC glitch hits IGIA ops, over 300 flights delayed

JITENDRA CHOUBEY @ New Delhi

A major glitch in the air traffic control (ATC) system at Delhi's Indira Gandhi International Airport caused widespread delays for hundreds of departing flights on Thursday and Friday, creating a ripple effect across the country.

By early Friday evening, more than 400 flights had been delayed at Delhi's IGI Airport, according to data from flight tracker Flightradar24. The average delay time was 55 minutes with a disruption index of 4.7 on a scale of 5. There are also reports of dozens of flights impacted at Mumbai's Chhatrapati Shivaji Maharaj International Airport.

Delhi International Airport Limited stated that flight operations in Delhi had been disrupted due to an ongoing issue with the Automatic Message Switching System (AMSS). Passengers were advised to follow their airlines' updates on revised schedules.

The AMSS is critical as it provides essential information, including automatic flight plans, to the Auto Track System used by air traffic controllers. The glitches primarily affected departing flights, leading to a cascading effect on arrival flights that faced delays due to a lack of parking space occupied by departing aircraft.

दिल्ली एयरपोर्ट पर ATC सिस्टम फेल, यात्री परेशान

उड़ान के लिए फ्लाइट की कतारें लगीं, दिल्ली आने वाली फ्लाइट भी देरी से लैंड हुई

Maneesh.Aggarwal@timesofindia.com

■ **नई दिल्ली :** दिल्ली एयरपोर्ट पर शुक्रवार को कई घंटे तक हवाई सेवा ठप रही। इससे यात्रियों को काफी परेशानी उठानी पड़ी। दिल्ली एयरपोर्ट पर 600 से अधिक फ्लाइट डिले हो गईं। फ्लाइटों का आना-जाना आधा घंटे से लेकर कुछ मामलों में तीन घंटे से भी अधिक का रहा। यात्री फ्लाइटों के अंदर फंस से गए।

समस्या गंभीर होते देख दिल्ली एयरपोर्ट और अन्य सिक्योरिटी एजेंसियों ने दिल्ली एयरपोर्ट पर तुरंत एक इमरजेंसी कंट्रोल रूम बनाया। जिसमें डायल, सीआईएसएफ और एयरलाइंस समेत अन्य स्टेक होल्डर को शामिल किया गया। मकसद था, दूसरे शहरों और देश से दिल्ली आने वाली फ्लाइटों तक उचित मैसेज पहुंचाना। ताकि वह सारी फ्लाइटें दिल्ली समय पर लैंड करना न शुरू कर दें।

सिस्टम फेल होने से दिल्ली एयरपोर्ट पर 600 से अधिक फ्लाइट डिले

क्यों हुई दिक्कत : एयर ट्रैफिक कंट्रोल (ATC) के ऑटोमेटिक मैसेज स्विचिंग सिस्टम (AMSS) के फेल होने से यहां उड़ान भरने के लिए हवाई जहाजों की कतारें लग गईं। हाल यह हो गया कि हवाई जहाजों की पार्किंग फुल हो गई। टेक ऑफ करने के लिए टैक्सी-वे में फ्लाइटों की लाइनें लग गईं। सारी टैक्सी-बे फुल हो गए। तीनों टर्मिनल, टी-1,टी-2 और टी-3 पर यात्रियों का जमावड़ा लग गया। दूसरे शहरों से दिल्ली आने वाली फ्लाइट देरी से लैंड कर पा रही थीं।

तीनों टर्मिनलों पर लग गई यात्रियों की भीड़

इस वजह से दूसरे शहरों से दिल्ली आने वाली डॉमेस्टिक फ्लाइटों को वहां से जरूरत के हिसाब से देरी से टेक ऑफ करने के लिए कहा गया। दिल्ली साथ ही एयरोड्रोम और तीनों टर्मिनल के अंदर क्यूआरटी को एक्टिवेट किया गया। ताकि कहीं पर भी यात्रियों में अफरा-तफरी का माहौल न बन सके। दिल्ली एयरपोर्ट पर टर्मिनल में एंट्री करने में भी यात्रियों की लाइन लगनी शुरू हो गई। क्योंकि, समय से बोर्डिंग न होने से तीनों टर्मिनलों के अंदर यात्रियों का जमावड़ा लग गया था। इसलिए कोशिश की गई कि यात्रियों को एक जगह इकट्ठा न होने दिया जाए।

डायल ने भी लगातार जारी की एडवाइजरी

मामले की गंभीरता को देखते हुए नागर विमानन मंत्रालय, डीजीसीए, बीसीएएस और सीआईएसएफ समेत अन्य तमाम एजेंसियों ने मोर्चा संभाला। मामले की जांच की जा रही है कि क्या ऐसा सिस्टम की इंटरनल तकनीकी खराबी की वजह ही हुआ या फिर कोई बाहरी छेड़छाड़। दिल्ली एयरपोर्ट चलाने वाली कंपनी डायल ने भी एक्स पर पोस्ट करके यात्रियों के लिए लगातार एडवाइजरी अपडेट की।

'ऐसी अफरातफरी का माहौल पहले कभी नहीं देखा'

■ **NBT रिपोर्ट, नई दिल्ली :** दिल्ली एयरपोर्ट पर गड़बड़ी की वजह से यात्रियों की काफी भीड़ जमा हो गई, जिससे अव्यवस्था का माहौल बन गया। कई यात्रियों ने सोशल मीडिया पर भी अपने गुस्से और परेशानी का इजहार किया। भारत सरकार के सूचना और प्रसार मंत्रालय के सीनियर एडवाइजर कंचन गुप्ता ने सोशल मीडिया पर लिखा कि आईजीआई एयरपोर्ट पर सही जानकारी के अभाव के चलते हर तरफ अफरातफरी का माहौल है। मैं टर्मिनल-1 पर हूं और यहां सब बेकाबू सा होता नजर आ रहा है। ऊपर से एयरलाइंस के ग्राउंड स्टाफ का व्यवहार भी बहुत असभ्य है, जिनकी कोई जवाबदेही तय नहीं है। एक अन्य यात्री श्रीवंत बेरिय ने भी जानकारी के अभाव में सोशल मीडिया का सहारा लेते हुए डायल से पूछा कि आखिर आईजीआई एयरपोर्ट को क्या हो गया है? हर बार यहां की अव्यवस्था बढ़ती ही जा रही है। यात्री अभिनंदन मंडोत्रा ने लिखा कि दिल्ली हवाई अड्डे पर स्थिति बेहद अराजक है। एक यात्री कीकू ने लिखा कि मैंने पहले कभी दिल्ली एयरपोर्ट पर इस तरह की भयंकर अव्यवस्था का माहौल नहीं देखा। लगभग हर फ्लाइट एक घंटा या उससे ज्यादा लेट है। यात्री डेनियल वेबर ने बताया कि उनकी फ्लाइट आधे घंटे से रनवे पर खड़ी है और उसे कोई गेट अलॉट नहीं किया जा रहा है।

4 नवोदय टाइम्स　　NAVODAYA TIMES, New Delhi　　हवाई अड्डे पर हाहाकार　　नई दिल्ली • शनिवार • 8 नवम्बर, 2025

लापरवाही या चूक

दिल्ली एयरपोर्ट पर एक हफ्ते से पायलटों को मिल रहे थे फेक सिग्नल

नई दिल्ली, 7 नवम्बर (प्रदीप कुमार सिंह/नवोदय टाइम्स): अगर नागरिक उड्डयन मंत्रालय और डीजीसीए पायलटों की तरफ से आ रही शिकायतों को गंभीरता से लेता तो शायद शुक्रवार को टी-3 पर विमानों की पहियों के चक्के जाम नहीं होते। बताया जाता है कि पिछले एक हफ्ते से विमानों के जीपीएस सिग्नल में फेक अलर्ट आ रहे थे। जिसे जीपीएस स्पूफिंग भी कहते हैं। इसके तहत पायलटों को गलत लोकेशन और नेविगेशन डेटा अलर्ट मिल रहे थे। एक सप्ताह इस सिग्नल प्रणाली में चल रही इस गड़बड़ी को नजरअंदाज किया गया। हालात बिगड़ने पर अब सरकार ने इस पूरे मामले की जांच के आदेश दिए हैं। एयर ट्रैफिक कंट्रोल के सूत्रों के अनुसार दिल्ली एयरपोर्ट के करीब 100 किमी के दायरे में ऐसी घटनाएं सामने आई हैं। लाइट रेगुलेटर डायरेक्टरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) को इसके बारे में जानकारी दी गई थी, लेकिन न इसमें गंभीरता नहीं दिखाई। जब टी-3 का संचालन पूरी तरह से ठप्प हो गया तो अब सरकार ने इसकी जांच के आदेश दिए हैं। बताया जाता है कि एक तरह का साइबर अटैक है जिसके चलते नेविगेशन सिस्टम को गुमराह करने के लिए फेक जीपीएस सिग्नल भेजा गया। ज्यादातर इसका उपयोग वॉर जोन में किया जाता है, ताकि दुश्मनों के ड्रोन और विमानों के नष्ट किया जा सके।

पायलट ने बताया- लैंडिंग के वक्त आया फेक अलर्ट

एक एयरलाइंस के पायलट ने बताया कि पिछले तीन से उन्होंने 6 दिन फ्लाइट उड़ाई और हर बार जीपीएस स्पूफिंग का सामना करना पड़ा। पायलट के मुताबिक, दिल्ली एयरपोर्ट पर एक बार फ्लाइट लैंड करने के दौरान, उसके कॉकपिट सिस्टम में अलर्ट आने लगे। उसने अन्य एयरपोर्ट्स के साथ भी हुआ। इसके कई उड़ानों में देरी भी हुई। इस संबंध में सीनियर अधिकारी का कहना भारत-पाकिस्तान बॉर्डर पर जीपीएस स्पूफिंग होना आम बात है, लेकिन दिल्ली के ऊपर ऐसी घटनाएं सामान्य नहीं वहीं जा सकती हैं। दिल्ली के आसमान भी एक्सरसाइज के बारे में पायलट और एटीसी को सावधानी नहीं दी गई, जिससे उन्हें सावधानी बरतने की जरूरत होती।

24 घंटे में दूर नहीं हुई दिक्कत, ठप रही विमान सेवा

1.5 लाख यात्री प्रभावित

विमान को नहीं है कोई खतरा

स्पूफिंग सेंधमारी को किसी तरह का खतरा नहीं होता है क्योंकि फ्लाइट में इनर्शियल रेफरेंस सिस्टम में शामिल होता है। जिसका उपयोग नेविगेशन के लिए भी किया जाता है। अगर प्राइमरी जीपीएस और नेविगेशन सिस्टम फेल भी हो जाएं तो भी पांच घंटे तक कुछ असर नहीं पड़ेगा।

क्या है सरकार की तरफ से स्पूफिंग के नियम

नवम्बर 2023 में डीजीसीए ने एयरलाइनों को मानकों का पालन करने और जीपीएस स्पूफिंग की घटनाओं पर हर दो महीने में रिपोर्ट देने का निर्देश दिया था। भारत ने अंतरराष्ट्रीय नागरिक उड्डयन संगठन के सामने भी मामला उठाया था।

आखिर क्या है स्पूफिंग

जिसने थामे विमानों के पहिए

स्पूफिंग का मतलब है किसी सिस्टम को झूठा जीपीएस सिग्नल भेजकर यह विश्वास दिलाना कि उसकी असली लोकेशन कुछ और है। यानी किसी विमान, जहाज या ड्रोन को यह लगने लगे कि वह किसी दूसरे स्थान पर है।

जीपीएस स्पूफिंग का खतरा सामने आने और पायलट के स्पूफ की स्पष्ट चेतावनी मिले जाएंगे एयर ट्रैफिक कंट्रोलर उसकी मदद कर सकते हैं। ये मैनुअली पायलट को रूट बता सकते हैं।

एयरपोर्ट के बाहर हालात बेकाबू नहीं

टी-3 पर हालात बेकाबू हुए, जिसके चलते सीआरपीएफ व दिल्ली पुलिस की अतिरिक्त टीम को तैनात किया गया। मौके पर सभी एयरलाइन कंपनियों ने सोशल मीडिया के माध्यम से यात्रियों को शिकायत दर्ज कराने के लिए कहा। पुलिस को डायल एडीसी ने फिलहाल एयरपोर्ट की तरफ आने वाली सभी सड़कों के रूट को डायवर्ट कर दिया, ताकि लोग एयरपोर्ट तक न पहुंचे, क्योंकि मौजूदा हालात में एयरपोर्ट के डिपार्चर पर लोगों की भारी संख्या में लोग सुबह से कतारों में खड़े हैं और हंगामा कर रहे हैं।

उड़ने वाले विमानों को मिले गलत सिग्नल, जांच शुरू

नागरिक उड्डयन मंत्रालय और डीजीसीए पायलटों की शिकायतों को लेते जब शुक्रवार को टी-3 पर विमानों की पहियों के चक्के जाम नहीं हुए। दिल्ली में पिछले एक सप्ताह से विमानों के जीपीएस सिग्नल में फेक अलर्ट आ रहे हैं, जिसे जीपीएस स्पूफिंग कहते हैं। इससे पायलटों को गलत लोकेशन और नेविगेशन डेटा अलर्ट मिल रहे हैं। एयर ट्रैफिक कंट्रोल के अनुसार, राजधानी के करीब 100 किलोमीटर के दायरे में ऐसी घटनाएं दर्ज हो रही हैं। हालांकि इसका बारे में डीजीसीए को जानकारी दी गई थी, इसने प्रारम्भ में गंभीरता नहीं दिखाई। टी-3 के संचालन ठप्प होने पर अब सरकार ने इस घटना की जांच के आदेश दिया है। विशेषज्ञों का मानना है कि यह साइबर-हमला है जिससे नेविगेशन सिस्टम को भ्रमित करने हेतु फेक जीपीएस सिग्नल भेजे जाते हैं।

दिल्ली एयरपोर्ट समेत प्रमुख एयरलाइंस की एडवाइजरी

फ्लाइट ऑपरेशन में देरी के कारण दिल्ली एयरपोर्ट अथॉरिटी समेत प्रमुख एयरलाइंस-अकासा, एयर इंडिया, स्पाइसजेट और इंडिगो ने यात्रियों के लिए एडवाइजरी जारी की है। इसमें यात्रियों को अपनी फ्लाइट से जुड़े अपडेट लगातार जांचते रहने की सलाह दी गई है। एयरपोर्ट अथॉरिटी ऑफ इंडिया ने बयान जारी कर कहा कि तकनीकी टीम सिस्टम को जल्द से जल्द ठीक करने में जुटी है। इंजीनियरों की संख्या बढ़ाई गई है और सॉफ्टवेयर को अपडेट किया जा रहा है। नागरिक उड्डयन मंत्रालय ने असुविधा पर खेद जताते हुए यात्रियों को संयम बरतने की अपील की है।

यात्रियों की आपबीती

सुबह से विमान में बैठे हैं, बुजुर्ग और बच्चे भी साथ हैं

पता नहीं दिल्ली के आईजीआई एयरपोर्ट पर इन दिनों क्या हो रहा है। सिर्फ तीन दिनों में, सामान की देरी और अनिश्चितकाल के लिए देरी का सामना करना पड़ता। बहुत देर होने से पहले जाना जाइए! दुनिया की सबसे तेजी से बढ़ती अर्थव्यवस्था वाले देश की राजधानी का यही हाल है। बस नहीं हुआ। बहुत ही निराशाजनक। मैं दिल्ली से वडोदरा जा रही थी और सादे तीन घंटे से ज्यादा की देरी हो चुकी है। पता नहीं हमारी उड़ान कब उड़ान भरेगी। एटीसी सर्वर में कोई समस्या है। फिर हम विमान में चढ़े ही क्यों? यात्रियों को पहले से कोई सूचना क्यों नहीं दी गई? सुबह से ही सभी लोग विमान में बैठे हैं। हमारे साथ बड़े-बुजुर्ग और बच्चे भी हैं। बुनियादी जरूरतें कहां हैं? —तेजस्विनी जगलान, यात्री

आने जाने वाली हर उड़ान एटीसी की विफलता से फंसी हुई है

हमारी 21वीं सदी की सरकार आपके सामने 20वीं सदी का ढांचा दिखा रही है। दिल्ली आ रही है। दिल्ली से आने-जाने वाली हर उड़ान किसी न किसी वजह से एटीसी विफलता के कारण फंसी हुई है। हम उड़ान नहीं भर रहे हैं, बल्कि वास्तविकता से वापस आ रहे हैं। —विभु

शायद ही किसी को 6 घंटे हवाई अड्डे पर बैठना पड़े

मेरी उड़ान 4 घंटे देरी से चल रही है! जरूर कोई तकनीकी कारण होगा, भीड़भाड़ वगैरह। एक आम आदमी शायद ही कभी उम्मीद करे कि उसे 6 घंटे हवाई अड्डे पर बैठना पड़े और अपना कनेक्टिंग टिकट छूटता देखे! —रुथम हवी

कर्मचारी कोई समाधान नहीं निकाल रहे

फ्लाइट 6ई 925 लगभग छह घंटे की देरी से चल रही है और आपके लोग से कोई बतायी नहीं हैं। पहले तो उन्होंने गेट 6 से 2 कर दिया और अभी तक बोर्डिंग शुरू नहीं हुई है। और आपके कर्मचारी न तो माफी मांग रहे हैं और न ही कोई समाधान निकाल रहे। —संस्कार तिवारी

इंतजार सिर्फ इंतजार

हवाई अड्डे पर देरी से चल रही है। टर्मिनल3आधारित अतिरिक्त, गेट बदलना पड़ा। हम विमान में चढ़ गए हैं। —

विमान में बैठे रहना बुरे सपने जैसा

सिग्नल की भारी खराबी केकारणछहघंटेविमान में बैठे रहना एक बुरे सपने जैसा है। 190 उड़ानेंविमान में से ऊपर स्पष्ट नहीं हैंकिविमानउड़ान भरेगी। खराबी हो सकती है, लेकिन आप यात्रियों को पहले सूचित नहीं कर सकते? —इशिता

4 घंटे से फंसे हैं

इंडिगो 6 ई भारत की सबसे घटिया एयरलाइंस है। सबसे घटिया मैनेजमेंट है। 4 घंटे से एयरपोर्ट पर फंसे हुए हैं और अभी तक 4 घंटे की जबाब नहीं दिया है। —राखी अग्रवाल

बेवकूफ प्रबंधन की वजह से ऐसा हो रहा है

दिल्ली एयरपोर्ट, एयर इंडिया! तुमने फिर ऐसा कर दिया। तुम लोग क्या कर रहे हो? तुम्हारे जैसे बेवकूफ प्रबंधन की वजह सेदिल्ली हवाई अड्डे पर विदेशी फंसे हुए हैं। लोगों की जान और समय की परवाह नहीं। —रोहित

एयरलाइंस नहीं दे रहीं होटल व रिफंड तो एयर सेवा एप या पोर्टल पर करें शिकायत

खाना, होटल, दोबारा बुकिंग या पैसा रिफंड पर है आपका राइट

नई दिल्ली, 7 नवम्बर (पंकज वशिष्ठ/नवोदय टाइम्स): फ्लाइट में देरी या कैंसिल हो जाने पर अगर एयरलाइंस आपको खाना, होटल या फिर आपका पैसा रिफंड नहीं कर रही है, आप सरकारी ऐप या फिर पोर्टल पर इसकी शिकायत कर सकते हैं।

दिल्ली एयरपोर्ट अड्डे पर गूगल सिस्टम की खराबी के कारण हवाई यात्रा में देरी हो रही है। करीब 100 से ज्यादा उड़ानें लेट हैं, जिससे बड़ी संख्या में यात्रि परेशान हो रहे होंगे। ऐसे में किसी एयरलाइंस के चलते आपकी फ्लाइट कैंसिल या लेट हो गई है तो आपको परेशान होने की जरूरत नहीं होती है।

आप एयरलाइन कंपनी से मुआवजे की मांग कर सकते हैं और रिफंड प्राप्त कर सकते हैं। इस परिस्थिति को लेकर एयरलाइंस कंपनियों के लिए नियम बनाए गए हैं जिनका उनको पालन करना होता है। यात्रियों के लिए बनाए गए नियम उनके काम आ सकते हैं। अगर कोई भी एयरलाइंस फ्लाइट लेट या कैंसिल होने पर आपका पैसा वापस नहीं कर रही है या फिर आपको सुविधा उपलब्ध नहीं करा रही है तो आप एक सरकारी ऐप (एयर सेवा) पर इसकी शिकायत कर सकते हैं।

एयरलाइंस इन स्थितियों में देती है फ्री सेवाएं

अगर आपकी फ्लाइट 2 घंटे से ज्यादा लेट हो जाए या फिर कैंसिल हो जाए तो एयरलाइंस से निशुल्क भोजन या होटल की मांग कर सकते हैं। इसके अलावा डीजीसीए के तहत पूरा रिफंड या दोबारा बुकिंग की मांग कर सकते हैं।

एयर सेवा पोर्टल या ऐप पर करें शिकायत

अगर एयरलाइंस आपकी समस्या का समाधान नहीं करती, तो आप भारत सरकार के एयरसेवा ऐप या पोर्टल पर शिकायत कर सकते हैं। इसके अलावा डीजीसीए के त्वरित टिकट के रिफंड या दोबारा बुकिंग और शिकायत, खोए सामान जैसी समस्याओं का समाधान कर सकते हैं।

ऐसे करें ऐप का इस्तेमाल

- एयर सेवा ऐप को गूगल प्ले स्टोर या ऐपल ऐप स्टोर से डाउनलोड कर सकते हैं।
- फिर शिवाया रिडिरेक्शन सेक्शन में जाएं, वहां एयरलाइन सेलेक्ट करें।
- अपना बोर्डिंग पास, पीएनआर और रसीद अपलोड करें। फिर सबमिट बटन को दबाएं।
- अगर 30 दिन के अंदर आपकी शिकायत का निपटारा नहीं होता है, तो आप डीजीसीए ग्रीवेंस अधिकारी से संपर्क कर सकते हैं।

क्या है एयर ट्रैफिक कंट्रोल व SMS जिसके चलते लगा आपातकाल

एमएसएस सिस्टम हवाई जहाजों की आवाजाही को सुरक्षित और व्यवस्थित बनाने वाला सेंट्रल सिस्टम है। यह हवा और जमीन दोनों पर विमान के रास्ते, ऊंचाई, और समय को मैनेज करता है, ताकि टकराव और दुर्घटना न हो। एटीएस में रडार सिस्टम, ट्रांसपोंडर, मौसम सेंसर, और पायलट और कंट्रोलर के बीच वापस और डिजिटल कम्युनिकेशन शामिल होता है। यह सिस्टम रियल टाइम में विमान के मूवमेंट पर नजर रखता है और संभावित खतरों की चेतावनी में देता है। एटीसी के तीन मुख्य स्तर होते हैं: ग्राउंड कंट्रोल, टावर कंट्रोल और एरिया कंट्रोल, जिनका काम अलग-अलग होता है।

एमएसएस में ऐसा क्या हुआ जो मची अफरा-तफरी?

अधिकारिक रूप से यह नहीं बताया गया है कि आखिर एमएसएस में ऐसी क्या खराबी आई, जो देश के कई बड़े एयरपोर्ट पर ऐसी अफरा-तफरी मच गई, खुशी से बताया गया सिर्फ तकनीकी खराबी नहीं थी। बल्कि, ऑटोमैटिक सॉफ्टवेयर में किसी वायरस (मालवेयर अटैक) के वजह से ओवरलोडिंग के कारण ऐसा हो सकता है? एयर अथॉरिटी इस बात की जांच कर रही है कि क्या यह खराबी (इंटरनेट प्रोटोकॉल) के कारण हुई है। सूत्र बताते हैं कि सॉफ्टवेयर की समस्या कम समय कर रहा था और मैलवेयर के हमले को रोकने की कोशिश कर रहा था। एयर कंट्रोलर के हिस्सों को भी प्रभावित कर रहा था। इससे सिस्टम बाधित हुआ और एयर ट्रैफिक कंट्रोल ठीक से काम नहीं कर पाया।

मार्गदर्शन करने वाले एमएमएसएस की खराबी होने पर हमला सिस्टम के इंटरफेस और रडार के काम करने वाले हिस्सों को भी प्रभावित कर रहा था। इससे फ्लाइटों में देरी हो जाती है। ऐसा ही आज यहां देखने को मिला।

ऑटोमैटिक मैसेज स्विचिंग सिस्टम-एएमएसएस

एएमएसएस या ऑटोमैटिक मैसेज स्विचिंग सिस्टम एटीसी का अहम हिस्सा है। ये एक कंप्यूटर बेस्ड सिस्टम है, जिसके जरिए एयर ट्रैफिक जरूरी फ्लाइट प्लान, मौसम की जानकारी और सुरक्षा अलर्ट जैसे मैसेज तेजी से आदान-प्रदान करता है। यह सिस्टम सभी ग्राउंड-बेस्ड (इंटरनेट प्रोटोकॉल) और एयरोनॉटिकल फिक्स्ड टेलीकम्युनिकेशन नेटवर्क से जुड़ा होता है। एएमएसएस मैसेज की प्राथमिकता के आधार पर भेजता है। जैसे जरूरी संदेशों को पहले ट्रांसमिट किया जाता है। यह एक ऑटोमेटेड वर्कफ्लो सिस्टम है जो मैसेज को सुरक्षित तरीके से कम कटौती करता है। एएमएसएस का मुख्य काम एयर ट्रैफिक कंट्रोलर को जरूरी फ्लाइट डेटा संबंधी डेटा उपलब्ध कराना है, जिससे ज्यादतर कंट्रोलर विमानों की सुरक्षित और सही दिशा में भेज सकें।

सोशल मीडिया पर साइबर अटैक की चर्चा!

एयरपोर्ट के एटीसी सॉफ्टवेयर में तकनीकी खराबी आने के बाद जब उड़ान सेवाएं प्रभावित हुईं, तो दिल्ली एयरपोर्ट पर तरह-तरह की अफवाहें फैल गईं। कई वर्षों ने इसे साइबर अटैक बताया।

हालांकि सरकार ने स्पष्ट किया है कि यह देरी किसी साइबर हमले की वजह से नहीं, बल्कि तकनीकी खराबी के कारण हुई है। अभी पिछले पूरी तरह से साफ नहीं हो पाई है। सोशल मीडिया पर सैयद डिनायल नामक व्यक्ति द्वारा किए गए एक पोस्ट में दावा किया गया कि पाकिस्तान के साइबर ग्रुप ने दिल्ली एयरपोर्ट पर हमला किया, जिससे 100 से अधिक उड़ानें प्रभावित हुईं और यात्री फंस गए।

इस पोस्ट के वायरल होने के बाद अफरा-तफरी का माहौल बन गया। आईटी मंत्रालय के एक वरिष्ठ अधिकारी ने इन दावों को पूरी तरह खारिज करते हुए कहा कि ऐसा कोई साइबर अटैक नहीं हुआ। उन्होंने कहा कि उड़ानों में देरी का कारण केवल एटीसी सॉफ्टवेयर में तकनीकी गड़बड़ी थी। एयर ट्रैफिक कंट्रोल सिस्टम को अपडेट करते समय फ्लाइट प्लान के ऑटोमैटिक अपडेट में दिक्कत आई, जिससे उड़ानों की योजना प्रभावित हुई। अधिकारी ने स्पष्ट किया कि यह किसी भी तरह का साइबर अटैक नहीं, बल्कि तकनीकी समस्या है, जिसे ठीक करने का प्रयास जारी है।

सिस्टम की विफलता पर क्या कहते हैं विशेषज्ञ

कैप्टन शरत पनियार बताते हैं कि दिल्ली के आईजीआई पर एयर ट्रैफिक कंट्रोल (एटीसी) सिस्टम की विफलता का सीधा मतलब है कि उड़ान मंत्रालय, जो प्रत्येक विमान को उड़ान से पहले जरूरी जम्मा करनी होती है, उसे कंप्यूटर द्वारा संचालित रूप से समझाने के बजाय, मैनुअल रूप से समझना पड़ता है। जब ऐसी अपील होती है। इसके अलावा, देश भर की सभी मौसम विज्ञान केंद्रों से आने वाली मौसम संबंधी जानकारी इसएकल माध्यम से प्रसारित होती है, और एटीआईएस के रूप में उपलब्ध है। यह भी मैनुअल रूप से करना होगा। विमान के बारे में ऐसी अपडेट जरूरी देरी होने की उम्मीद की जाती है। इसे हल करने की प्रक्रिया में ज्यादा समय लगेगा। तकनीकी खामियों को दूर करने के लिए प्रक्रिया और सहायता पहले से ही चल रही है, और उम्मीद है कि आज किसी भी समय यह समस्या हल हो जाएगी।

कोई फ्लाइट में बैठा करता रहा इंतजार तो कोई चेक इन के लिए परेशान

इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर शुक्रवार को एयर ट्रैफिक (एटीसी) सिस्टम में खराबी आने के चलते उड़ानों का संचालन बाधित रहा। देर रात से शुरू हुई इस तकनीकी गड़बड़ी के कारण सुबह से ही विमानों में देरी का सिलसिला शुरू हो गया, जिससे एयरपोर्ट पर अफरातफरी मच गई।

एयरपोर्ट पर अफरा-तफरी से हालात हुए बदतर

यात्रियों की चेक-इन को लेकर टेकनिशियन तक घंटों इंतजार करना पड़ा। एटीसी के ऑटोमैटिक मैसेज स्विचिंग (एमएमएसएस) में खराबी के चलते कंट्रोलरों को उड़ानों की जानकारी मैनुअल तरीके से दर्ज करनी पड़ी। इस वजह से उड़ान संचालन धीमा पड़ गया और सुबह छह बजे के बाद आने-जाने वाली लगभग सभी फ्लाइट्स प्रभावित होने लगीं।

यात्रियों को चार से छह घंटे तक इंतजार करना पड़ा। बुजुर्गों और बच्चों को सबसे ज्यादा परेशानी झेलनी पड़ी। कई यात्री सोशल मीडिया पर अपनी व्यथा साझा करते दिखे। टर्मिनल तीन पर गेट बदलने की अफरा-तफरी बनी रही दिल्ली से चंडीगढ़ जा रही इंडिगो की फ्लाइट में फंसे विदेश भारतीय महिला क्रिकेट टीम की खिलाड़ी अमनजोत कौर और हरलीन देओल भी घंटों तक फंसी रहीं।

तकनीकी खामी : दिल्ली हवाई अड्डे पर 300 से अधिक उड़ानों में देरी

पायनियर समाचार सेवा। नई दिल्ली

दिल्ली हवाई अड्डे पर शुक्रवार को हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण लगभग 300 घरेलू और अंतरराष्ट्रीय उड़ानें विलंबित हुईं जिससे सैकड़ों यात्रियों को परेशानी का सामना करना पड़ा। सूत्रों ने यह जानकारी दी। हवाई अड्डे पर सभी विमानन कंपनियों की उड़ानों के परिचालन प्रभावित हुए हैं और अधिकारी खामी को ठीक करने के लिए काम कर रहे हैं।

विमानन कंपनियां इंडिगो, एअर इंडिया, स्पाइसजेट और अकासा एयर ने शुक्रवार को कहा कि हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। राष्ट्रीय राजधानी का इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा (आईजीआईए) प्रतिदिन 1,500 से अधिक उड़ानों का संचालन करता है और देश का सबसे व्यस्त हवाई अड्डा है। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने कहा कि दिल्ली हवाई अड्डे पर उड़ान संचालन में देरी का सामना करना पड़

◼ एएमएसएस में आई थी समस्याएं
◼ ऑटो ट्रैक सिस्टम (एएमएस) के लिए सूचना उपलब्ध कराता है एएमएसएस

रहा है, क्योंकि ऑटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में तकनीकी खामी आ गई है, जो हवाई यातायात नियंत्रण डेटा को सहयोग देता है। सरकारी स्वामित्व वाला एएआई हवाई यातायात नियंत्रण और नेविगेशन सेवाएं प्रदान करता है। उसने कहा कि तकनीकी टीमें जल्द से जल्द प्रणाली को बहाल करने के लिए काम कर रही हैं। दिल्ली हवाई अड्डे का

संचालन दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डायल) करता है। डायल ने अपराह्न एक बजकर 42 मिनट पर एक्स पर एक पोस्ट में कहा, दिल्ली हवाई अड्डे पर सभी एयरलाइन के परिचालन में फिलहाल देरी हो रही है। सूत्रों के अनुसार, बोर्डिंग गेट के पास लंबी कतारें लगी हुई हैं और सैकड़ों यात्री हवाई अड्डा टर्मिनल के अंदर उड़ान की जानकारी के लिए

समस्या समाधान के लिए तकनीकी टीम कर रहीं काम

नई दिल्ली। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने शुक्रवार को कहा कि दिल्ली हवाई अड्डे पर उड़ान परिचालन में देरी हवाई यातायात नियंत्रण डेटा में सहयोग करने वाले स्वचालित मैसेज स्विचिंग सिस्टम (एएमएसएस) में तकनीकी समस्या के कारण हो रही है। हवाई यातायात नियंत्रण और नेविगेशन का काम देखने वाले सरकारी प्राधिकरण एएआई ने कहा कि तकनीकी टीम प्रणाली को जल्द से जल्द बहाल करने के लिए काम कर रही हैं। राष्ट्रीय राजधानी स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा (आईजीआईए) प्रतिदिन 1,500 से अधिक उड़ानों का संचालन करता है। यह देश का सबसे व्यस्त हवाई अड्डा है। एएआई ने सोशल मीडिया मंच एक्स पर लिखा, हवाई यातायात नियंत्रण डेटा में सहयोग करने वाले ऑटोमैटिक मैसेज स्विचिंग सिस्टम (एएमएसएस) में तकनीकी समस्या के कारण दिल्ली हवाई अड्डे पर उड़ान संचालन में देरी हो रही है।

इंतजार कर रहे हैं। सूत्रों ने बताया कि बृहस्पतिवार शाम से तकनीकी समस्याओं के कारण हवाई यातायात नियंत्रक स्वचालित रूप से उड़ान योजनाएं प्राप्त करने में असमर्थ हैं। उन्होंने बताया कि एएमएसएस में कुछ समस्याएं हैं, जो ऑटो ट्रैक सिस्टम (एएमएस) के लिए सूचना उपलब्ध कराता है, जो उड़ान योजनाएं प्रदान करता है।

एटीसी सिस्टम में खराबी, 800 उड़ानें लेट

पंजाब केसरी/नई दिल्ली

दिल्ली हवाई अड्डे पर शुक्रवार को अफरातफरी मच गयी क्योंकि हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण लगभग 800 घरेलू और अंतरराष्ट्रीय उड़ानों में देर हुई। सूत्रों ने यह जानकारी दी। हवाई अड्डे पर सभी विमानन कंपनियों की उड़ानों के परिचालन प्रभावित हुए हैं और अधिकारी खामी को ठीक करने के लिए लगे हैं। इंडिगो, एअर इंडिया, स्पाइसजेट और अकासा एयर जैसी विमानन कंपनियों ने शुक्रवार को कहा कि हवाई यातायात नियंत्रण प्रणाली में तकनीकी खामी के कारण दिल्ली हवाई अड्डे पर उनकी उड़ानों में देरी हो रही है। अनेक विशेषज्ञ इसे साइबर अटैक भी बता रहे हैं।

राष्ट्रीय राजधानी का इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा (आईजीआईए) प्रतिदिन 1,500 से अधिक उड़ानों का संचालन करता है और देश का सबसे व्यस्त हवाई अड्डा है। भारतीय विमानपत्तन प्राधिकरण (एएआई) ने सुबह 10 बजकर आठ मिनट पर 'एक्स' पर एक पोस्ट में कहा कि दिल्ली हवाई अड्डे पर

कहीं साइबर अटैक तो नहीं?

● 'ऑटोमैटिक मैसेज स्विचिंग सिस्टम' में आई खराबी के बाद हवाई अड्डे पर यात्रियों का सैलाब बढ़ता गया, उन्हें भारी परेशानी का सामना करना पड़ा

हवाई अड्डे पर सभी एयरलाइन के परिचालन में फिलहाल देरी हो रही है। संबंधित प्रशासन इस समस्या का जल्द से जल्द समाधान निकालने के लिए काम कर रहे हैं।'' उड़ानों पर नजर रखने वाली वेबसाइट फ्लाइटरडार24 डॉट कॉम पअनुसार, दिल्ली हवाई अड्डे पर 800 से ज्यादा उड़ानों में देरी हुई है और प्रस्थान करने वाली उड़ानों में लगभग 50 मिनट की देरी हो रही है। प्रभावित उड़ानों में आगमन और प्रस्थान दोनों शामिल हैं। बोर्डिंग गेट के पास लंबी कतारें लगी हुई थीं और सैकड़ों यात्री हवाई अड्डा टर्मिनल के अंदर उड़ान की जानकारी के लिए इंतजार कर रहे थे।

उड़ानों में देरी हो रही है, क्योंकि 'ऑटोमैटिक मैसेज स्विचिंग सिस्टम' (एएमएसएस) में तकनीकी खामी आ गई है, जो हवाई यातायात नियंत्रण डेटा को सहयोग देता है। सरकारी स्वामित्व वाला एएआईहवाई यातायात नियंत्रण और नौवहन सेवाएं प्रदान करता है। उसने कहा कि तकनीकी टीम जल्द से जल्द प्रणाली को बहाल करने के लिए काम कर रही हैं। सूत्रों

ने बताया कि पिछले दो दिनों में हवाई यातायात नियंत्रण प्रणाली में रुक-रुक कर समस्याएं आ रही थीं और तकनीकी समस्या का सुबह करीब 5.45 बजे से प्रणाली पर काफी असर पड़ने लगा। दिल्ली हवाई अड्डे का संचालन दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डायल) करता है। डायल ने दोपहर एक बजकर 42 मिनट पर 'एक्स' पर पोस्ट किया, ''दिल्ली

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Air Traffic Chaos At IGI Leaves Flyers At Sea

Many Anxiously Wait For Updates As Glitch Delays Takeoffs

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Photos: Piyal Bhattacharjee

New Delhi: A single system glitch threw the country's busiest airport, the Indira Gandhi International (IGI) Airport, out of gear on Friday morning. The flight disruptions left hundreds of passengers stranded for hours, with many missing important commitments and connections.

Following the technical snag, major airlines issued advisories informing passengers that operations in Delhi and northern regions were affected and advising them to check flight status before leaving for the airport.

Inside the terminals, scenes of chaos unfolded as passengers queued near boarding gates and information counters, anxiously seeking updates. Display boards across terminals repeatedly flashed the dreaded red 'Delayed' sign. At the arrival area, frustration was evident among passengers who had already endured extended waiting hours at other airports.

"I had to wait at Belagavi Airport for more than an hour as my Delhi flight was delayed by 40 minutes," said Jagan, a businessman from Karnataka. "I got to know about the delay only after reaching the airport. The rescheduled flight will cost me business today."

Outside the airport, the disruption spilled over to taxi stands, where long queues and confusion prevailed. Many passengers who had pre-booked cabs missed their rides due to delayed arrivals. Rajendran, who flew in from Ayodhya with his ailing wife, rushed out of Terminal 1 saying, "I just want to get a cab for my wife as she can't stand for long outside due to diabetes." His flight, QP1607, scheduled to arrive by 12.15pm, landed in Delhi only by 1.39pm.

For many, the glitch meant more than just inconvenience — it led to missed connections and disrupted itineraries across cities. Happy Dhaliwal, who was waiting for his sister and her child to arrive, said, "Due to repeated rescheduling, they will miss their connecting flight. They were stranded in Amritsar for hours." Their flight, AI884, was scheduled to depart Amritsar at 7.55am but

finally took off around 1pm.

As official updates trickled in slowly, frustrated passengers turned to social media platform X for real-time information. Many complained about last-minute gate changes, lack of announcements and the absence of clear communication from airlines, as major operators like Air India, IndiGo and Akasa tried to provide real-time updates on social media platforms.

Vijay Kumar Lunia, who arrived from Jodhpur with his family around 8am, said they had been waiting until late evening for their connecting flight to Jabalpur. "We are extremely tired and hungry, and nobody is resolving this situation," he said. Their flight, 6E6547, scheduled to depart at 11.55am, eventually left at 1.46pm.

NETIZENS REACT

₹460-cr disbursed for Kangra airport expansion: CM

TRIBUNE NEWS SERVICE

SHIMLA, NOVEMBER 6

Chief Minister Sukhvinder Singh Sukhu on Thursday said awards worth Rs 460 crore have been released for the land acquired to expand Kangra airport. He said another installment of Rs 1,899 crore was ready for disbursement.

While reviewing tourism projects, he said expansion of Kangra airport would bolster economy of the region. "It will go a long way in promoting tourism activities, generating employment and self-employment opportunities for locals," said Sukhu.

He also reviewed the ongoing project of setting up heliports across the state and directed to accelerate the construction work. "The operational authorisation for Sanjauli and Rampur Bushahr heli-

Says ₹1,899 crore will be released soon

Chief Minister Sukhvinder Singh Sukhu addresses the media.

ports has been received from the Directorate General of Civil Aviation (DGCA) and operations should commence soon after completing the remaining codal formali-

ties," he said.

Sukhu reviewed the ongoing construction work of other heliports being set up at Kangnidhar in Mandi, Rakkar and Palampur in Kangra, Sultanpur in Kullu, Reckong Peo in Kinnaur and Jaskot in Hamirpur and instructed the officers to complete these projects by next year. "Better air connectivity for the tourists will boost tourism. New routes for operation of the helicopters should be identified and made operational to facilitate the tourists," he said.

He also reviewed various projects being constructed with Asian Development Bank funding.

DGCA revises aircraft leasing norms for domestic carriers

Rohit Vaid
New Delhi

The Directorate General of Civil Aviation (DGCA) has updated the norms governing wet and damp leasing of aircraft by Indian carriers. In aviation parlance, a wet lease refers to an arrangement where the lessor provides the aircraft along with the crew, maintenance and insurance. Under a damp lease lessor provides the aircraft and partial crew support, with the lessee supplying the remaining personnel.

Notably, a majority of India's more than 800 aircraft in commercial service are on lease.

DGCA APPROVAL

According to the updated regulation, scheduled airlines may now seek DGCA approval to induct foreign-registered aircraft on a wet or damp lease basis for any emergent operational situations such as the grounding of aircraft or unforeseen maintenance requirements. However, the restriction will not apply to leases undertaken for government's own requirements, including Haj operations. Besides, the revised Civil Aviation Requirement (CAR) empowers the regulator to relax, on a one-time basis, the minimum 'Effective Implementation' (EI) score requirement for permitting a wet or damp lease of aircraft for a duration not exceeding six months.

This relaxation can only be granted under "exigent circumstance" and provided that the aircraft is inducted within 45 days from the date of in-principle approval.

Importantly, no further relaxation may be considered until 12 months after the expiry of the previously granted relaxation period.

Furthermore, the amendment stipulates that aircraft proposed for passenger transport under a wet or damp lease must be less than 20 years old, while those intended for cargo operations must be below 25 years. The DGCA has also clarified that under such leasing arrangements, the lessor retains operational control of the aircraft, and all flight operations must comply with the operational specifications issued by the 'State of the Operator'.

DGCA probing air navigation spoofing: Sources

Rohit Vaid
New Delhi

The Director General of Civil Aviation (DGCA) has begun investigating suspected spoofing incidents over the national capital's airspace, sources told *businessline*.

In technical parlance, such high-tech spoofing involves the manipulation of navigation signals. This deceives an aircraft's onboard systems into miscalculating its actual position, altitude, or flight path.

FALSE SIGNALS
This sophisticated act is carried out through the deliberate transmission of false or manipulated navigation signals — typically Global Navigation Satellite System (GNSS) signals such as Global Positioning System (GPS).

In the past week, flights operating to and from Delhi Airport have reported instances of such spoofing. As per sources, the spoofing in-

ON ALERT. Flights operating to and from Delhi Airport have reported instances of such spoofing

cidents have originated within a range of 20 nautical miles of the Delhi Airport.

Following these incidents, the DGCA has begun collecting vital data points.

Accordingly, information such as the type of aircraft affected, the geographical zones where anomalies were detected, and the percentage of flight operations impacted are being compiled.

Besides, sources said that once all the information is gathered, it will be shared with security agencies to help determine the extent and possible source of the interference.

However, sources clarified that there is no cause for public concern, noting that the Ministry of Civil Aviation (MoCA) and other security agencies are on alert and are closely monitoring the situation. In addition, pilots flying in Delhi's airspace have been instructed to maintain

Ministry of Civil Aviation and other security agencies are on alert and are closely monitoring the situation

direct communication with Air Traffic Control (ATC) and to rely on supplementary navigation apparatus to verify positional data.

Furthermore, aviation authorities emphasised that all precautionary measures are in place to ensure flight safety and operational continuity.

Nonetheless, the Centre has launched a formal investigation into the incidents, with technical and security teams working jointly to assess the situation and prevent any recurrence.

Speaking to *businessline*, an aviator operating a Mumbai-Delhi flight for a leading airline confirmed interfer-

ence with navigation systems.

"Pilots are aware of such incidents occurring over the NCR. Many have reported these incidents over the last several days," an aviator with a leading domestic carrier told *businessline*.

A source involved in airport operations told *businessline* that the spoofing incidents occurred during take-off and landing sequences, thereby impacting airport operations.

"These spoofing incidents are similar to area-denial mechanisms used to deter drones from entering certain airspace," sources told *businessline*.

TERRAIN READINGS
"Such mechanisms feed incorrect co-ordinates or terrain readings to a drone's guidance system. In the case of aircraft, however, under a radar controlled environment, the ATC (air traffic control) controllers provide directions to pilots to ensure a safe landing."

No adverse inference against pilot in Air India crash report: SC

Aaratrika Bhaumik
New Delhi

The Supreme Court on Friday orally observed that no fault can be ascribed to the pilot who was commanding the Air India Boeing 787 Dreamliner that crashed shortly after take-off from Ahmedabad on June 12, claiming over 250 lives, and clarified that no official report had sought to hold the cockpit crew responsible.

A Bench of Justices Surya Kant and Joymalya Bagchi said it was even prepared to record this position formally, as it agreed to hear a petition filed by Pushkar Raj Sabharwal, the father of the late Captain Sumeet Sabharwal, seeking a judicially monitored investigation into the crash. Appearing for the petitioner, senior advocate Gopal Sankaranarayanan contended that the preliminary

CLEAN CHIT. We can always clarify that nobody, and especially the pilot, can be blamed for the tragedy, says the SC Bench

findings of the Aircraft Accident Investigation Bureau (AAIB) were "biased and incomplete", arguing that they appeared to attribute the cause of the crash to pilot error while overlooking possible technical and systemic failures that warranted an independent probe.

Allaying the petitioner's concerns that his son was being unfairly blamed, the Bench said, "This is an extremely unfortunate accident. But you should not carry the burden that your son is being blamed. We can always clarify that nobody, and especially the pilot, can be blamed for the tragedy."

ADVERSE INFERENCE
The judges further noted that the preliminary report did not contain any adverse inference against the pilot.

"We have gone through the report. There is no insinuation against the pilot at all... Whatever could be the reason for the tragedy, it is

not the pilots," the Bench remarked. Emphasising that the objective of the probe was preventive and not punitive, Justice Bagchi remarked, "There is just a mention of the cockpit recorder where one pilot asks your son whether he turned off a switch and your son answers in the negative. That is all there is in the report. The main purpose of the investigation is to ensure such incidents do not recur."

FUEL CONTROL
According to the AAIB report, the fuel control switches of the aircraft "transitioned" to the "Cutoff" position three seconds after it became airborne, cutting off fuel supply and causing both engines to shut down. The report noted that the cockpit voice recording captured one pilot asking the other, "why did he cut off?", to which the col-

league responded that he had not done so. It did not clarify whether the switch movement was inadvertent or deliberate, but identified the fuel cut-off as the immediate cause of the disaster.

Sankaranarayanan further submitted that the larger concern pertained to the integrity of the inquiry, and alleged that investigators had posed inappropriate personal questions to the family. He also referred to a *Wall Street Journal* report which, citing unnamed government sources, had implied pilot negligence.

The Bench, however, dismissed the credibility of such reportage. "With respect, you should have filed a suit against *The Wall Street Journal* in an American court. Your angst is understandable, but there is a clear incongruity between public perception and the factual position," the judges said.

Pilot-in-command not to be blamed for A-I crash, observes SC

BHAVINI MISHRA
New Delhi, 7 November

The Supreme Court on Friday observed that no fault could be attributed to the pilot-in-command of Air India's Boeing 787 Dreamliner that crashed in Ahmedabad in June this year. As many as 260 people, including the two pilots and all crew members, had died in that crash.

A Bench of Justices Surya Kant and Joymalya Bagchi made this observation while hearing a plea filed by Pushkar Raj Sabharwal, father of Commander Sumeet Sabharwal, the pilot-in-command of the ill-fated flight. The petitioner has sought an independent, court-monitored probe into the accident, alleging bias in the ongoing investigation by the Aircraft Accident Investigation Bureau (AAIB).

Appearing for the petitioner, Senior Advocate Gopal Sankaranarayanan argued that the existing investigation lacked independence and failed to inspire public confidence. He urged the SC to direct a judicially supervised investigation under Rule 12 of the Aircraft (Investigation of Accidents and Incidents) Rules, which calls for impartiality in such inquiries.

Taking note of the submissions, the Bench issued notices to the Centre, the Directorate General of Civil Aviation (DGCA) and the AAIB, and said the matter would be heard along with a connected petition on November 10.

During the proceedings, Justice Surya Kant reassured the petitioner that no blame could be laid on his late son. "It is an extremely unfortunate incident, but you should not bear the burden that your son is being blamed. Nobody can blame him for anything," the judge said.

Justice Bagchi added that the AAIB's preliminary findings did not point to any fault on the part of the pilots.

Sankaranarayanan also referred to global safety concerns involving Boeing aircraft, urging that the Ahmedabad crash be examined in that broader context. Justice Bagchi, however, noted that questioning the investigation's integrity would require challenging the statutory framework itself.

The petitioner further drew attention to a Wall Street Journal report suggesting pilot error, based on unnamed official sources. The Bench dismissed the significance of such reports.

"We are not concerned with what foreign media says. That is nasty reporting. No one here believes it was the pilot's fault," the Bench remarked.

Sabharwal and the Federation of Indian Pilots have sought that the ongoing AAIB inquiry be replaced with an independent panel of aviation experts chaired by a retired Supreme Court judge. The plea contends that the current investigating team includes officials whose conduct is under scrutiny; and that the preliminary report was one-sided, hinting at pilot error while overlooking systemic and technical aspects.

In September, the apex court had already voiced concern over the selective leaking of the AAIB's preliminary report, cautioning that partial disclosures risk distorting public perception before the investigation is complete.

विमान हादसे के लिए किसी ने भी पायलट को दोष नहीं दिया : कोर्ट

नई दिल्ली, प्रेट्र : सुप्रीम कोर्ट ने शुक्रवार को कहा कि 12 जून को अहमदाबाद में हुई एअर इंडिया ड्रीमलाइनर विमान दुर्घटना के लिए चीफ पायलट को किसी ने भी दोषी नहीं ठहराया है। कोर्ट ने उनके 91 वर्षीय पिता से कहा कि वह किसी तरह का भावनात्मक बोझ अपने ऊपर नहीं लें। प्रारंभिक रिपोर्ट में भी उनके विरुद्ध कोई आरोप नहीं है। अगर जरूरी हुआ तो कोर्ट स्पष्ट कर देगा कि विमान दुर्घटना के लिए पायलट को दोषी नहीं ठहराया जाए।

जस्टिस सूर्यकांत और जस्टिस जोयमाल्या बागची की पीठ दुर्घटनाग्रस्त विमान के चीफ पायलट कैप्टन सुमीत सभरवाल के पिता पुष्कराज सभरवाल की याचिका पर सुनवाई कर रही थी। इस दौरान पीठ ने केंद्र सरकार और नागरिक विमानन महानिदेशक (डीजीसीए) को नोटिस जारी किया। पुष्कराज और फेडरेशन आफ इंडियन पायलट्स ने एअर इंडिया की फ्लाइट एआइ-171 दुर्घटना की जांच सुप्रीम कोर्ट के पूर्व जज की निगरानी में करने के लिए याचिका दायर की है। पुष्कराज के वकील गोपाल शंकरनारायणन से पीठ ने कहा, ''यह एक दुर्भाग्यपूर्ण विमान दुर्घटना थी और आपको अपने ऊपर यह बोझ नहीं लेना चाहिए कि आपके बेटे को दोषी ठहराया जा रहा है। विमान दुर्घटना के लिए पायलट को दोषी नहीं ठहराया जाएगा। हम लगभग 142 करोड़ लोगों का देश

- पिता से कहा- आपको खुद पर बोझ नहीं उठाना चाहिए, केंद्र और डीजीसीए से मांगा जवाब
- विमान दुर्घटना में मारे गए पायलट के पिता ने स्वतंत्र जांच के लिए दायर की है याचिका

हैं, दुर्घटना का कारण कुछ भी हो, लेकिन कोई नहीं मानता कि पायलट की गलती थी।'' शंकरनारायणन ने कहा कि यह सब तब शुरू हुआ जब अमेरिकी अखबार वाल स्ट्रीट जर्नल ने रिपोर्ट छापी जिसमें पायलट की गलतियों की ओर इशारा किया गया था। इस पर पीठ ने कहा, ''यह सिर्फ भारत को दोषी ठहराने के लिए घटिया रिपोर्टिंग थी। हमें विदेशी मीडिया रिपोर्टों से कोई फर्क नहीं पड़ता।'' याचिकाकर्ता ने कहा, ''मैं दुखी हूं क्योंकि मेरे बेटे को निशाना बनाया गया।'' जस्टिस बागची ने कहा कि आप अमेरिकी कोर्ट में मुकदमा दायर कर सकते हैं। जजों ने 12 जुलाई को जारी प्रारंभिक रिपोर्ट से एक पैरा पढ़ा और कहा कि इसमें कहीं नहीं कहा गया है कि पायलट दोषी है।

फंसे हजारों यात्री, सुबह के बाद एयरलाइनों ने जारी की एडवाइजरी

जागरण न्यूज नेटवर्क, नई दिल्ली: इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर एटीसी में गड़बड़ी के कारण शुक्रवार शाम तक हजारों यात्री दिल्ली के टर्मिनलों पर फंस गए। प्रस्थान बोर्ड पर बार-बार देरी दिखाई देने के कारण कई लोगों को घंटों इंतजार करना पड़ा। चेक-इन काउंटरों और बोर्डिंग गेटों पर कतारें लग गईं और यात्री एयरलाइन कर्मचारियों से अपडेट मांगते रहे। कई यात्रियों ने इंटरनेट मीडिया पर बताया कि उड़ान भरने से पहले उन्हें विमान में काफी देर तक रोका गया। वहीं, शुरुआत में एयरलाइनें इसे उतनी गंभीरता से नहीं लिया। लेकिन सुबह जब बे एरिया में प्रस्थान से जुड़ी उड़ानों की कतार लगनी शुरू हुई, तो तमाम एयरलाइनें सक्रिय हो गईं। इसके बाद एडवाइजरी जारी करने का सिलसिला शुरू हो गया। इंडिगो, एअर इंडिया, स्पाइसजेट सहित तमाम एयरलाइनों ने यात्रियों को एडवाइजरी जारी कर स्टेटस चेक करने की सलाह दी।

97 प्रतिशत उड़ानों में हुआ विलंब: गुरुवार मध्य रात्रि से शुक्रवार शाम छह बजे तक की बात करें तो प्रस्थान की 97 प्रतिशत उड़ानों में विलंब हुआ। औसत देरी की अवधि करीब एक घंटा रही। इसी तरह आगमन की बात करें तो दो तिहाई उड़ानें लेट रहीं। औसत विलंब की अवधि करीब 70 मिनट रही। बता दें कि राष्ट्रीय राजधानी का इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का सबसे व्यस्त हवाई अड्डा है। यहां से प्रतिदिन 1500 से ज्यादा उड़ानों का संचालन होता है।

उड़ान में विलंब से साइबर हमले का कोई लेना-देना नहीं: इलेक्ट्रानिक्स और आइटी मंत्रालय का कहना है कि इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर हवाई सेवा बाधित होने के पीछे साइबर हमले का कोई हाथ नहीं है। एयर ट्रैफिक कंट्रोल के साफ्टवेयर में गड़बड़ी की वजह से नई दिल्ली हवाई अड्डे पर उड़ान में घंटों देरी हुई।

अहमदाबाद विमान हादसे के लिए किसी ने भी पायलट को दोष नहीं दिया : सुप्रीम कोर्ट

नई दिल्ली, प्रेट्र : सुप्रीम कोर्ट ने शुक्रवार को कहा कि 12 जून को अहमदाबाद में हुई एअर इंडिया ड्रीमलाइनर विमान दुर्घटना के लिए चीफ पायलट को किसी ने भी दोषी नहीं ठहराया है। कोर्ट ने उनके 91 वर्षीय पिता से कहा कि वह किसी तरह का भावनात्मक बोझ अपने ऊपर नहीं लें। प्रारंभिक रिपोर्ट में भी उनके विरुद्ध कोई आरोप नहीं है। जरूरी हुआ तो कोर्ट स्पष्ट कर देगा कि विमान दुर्घटना के लिए पायलट को दोषी नहीं ठहराया जाए।

कोर्ट दुर्घटनाग्रस्त विमान के चीफ पायलट कैप्टन सुमीत सभरवाल के पिता पुष्कराज सभरवाल की याचिका पर सुनवाई कर रही थी। इस दौरान पीठ ने केंद्र सरकार और नागरिक विमानन महानिदेशक (डीजीसीए) को नोटिस जारी किया। पुष्कराज सभरवाल और फेडरेशन आफ इंडियन पायलट्स ने एअर इंडिया की फ्लाइट एआइ-171 दुर्घटना की जांच सुप्रीम कोर्ट के पूर्व जज की निगरानी में कराने के लिए याचिका दायर की है। पुष्कराज के वकील गोपाल

- ► पायलट के पिता से कहा– आपको खुद पर बोझ नहीं उठाना चाहिए, केंद्र व डीजीसीए से मांगा जवाब
- ► अर इंडिया विमान दुर्घटना में मारे गए पायलट के पिता ने स्वतंत्र जांच के लिए दायर की है याचिका

शंकरनारायणन से पीठ ने कहा, "यह एक दुर्भाग्यपूर्ण विमान दुर्घटना थी और आपको अपने ऊपर यह बोझ नहीं लेना चाहिए कि आपके बेटे को दोषी ठहराया जा रहा है। दुर्घटना के लिए पायलट को दोषी नहीं ठहराया जाएगा। हम लगभग 142 करोड़ का देश हैं, दुर्घटना का कारण कुछ भी हो, लेकिन कोई नहीं मानता कि पायलट की गलती थी।"

शंकरनारायणन ने कहा कि यह सब तब शुरू हुआ जब अमेरिकी अखबार वाल स्ट्रीट जर्नल ने रिपोर्ट छापी जिसमें पायलट की गलतियों की ओर इशारा किया गया था। इस पर पीठ ने कहा, "यह सिर्फ भारत को दोषी ठहराने के

लिए घटिया रिपोर्टिंग थी। हमें विदेशी मीडिया रिपोर्टों से कोई फर्क नहीं पड़ता।" याचिकाकर्ता ने कहा, "मैं दुखी हूं क्योंकि मेरे बेटे को निशाना बनाया गया।" इस पर कोर्ट ने कहा कि आप अमेरिकी कोर्ट में मुकदमा दायर कर सकते हैं। जजों ने 12 जुलाई को जारी विमान दुर्घटना जांच बोर्ड की प्रारंभिक रिपोर्ट से एक पैरा पढ़ा और कहा कि इसमें कहीं नहीं कहा गया है कि पायलट दोषी है। इसमें सिर्फ पायलट और को-पायलट में बातचीत का जिक्र है। कोर्ट ने कहा, 'इसमें एक पायलट ने पूछा था कि क्या दूसरे पायलट ने फ्यूल बंद कर दिया था और दूसरे पायलट ने कहा कि नहीं।

AI Crash: No One Blames Your Son, SC Tells Pilot's Father

Bench seeks Centre, DGCA reply on plea for court-monitored probe

Our Bureau

New Delhi: The Supreme Court on Friday said that a preliminary report on the June 12 Air India crash, which killed over 250 people, does not cast any blame on the pilot of the Boeing 787 Dreamliner that went down shortly after take-off from Ahmedabad.

Clarifying that no official finding had held the pilot responsible, a Bench of Justices Surya Kant and Joymalya Bagchi addressed concerns raised by Pushkaraj Sabharwal, father of deceased pilot Captain Sumeet Sabharwal, that his son might be unfairly blamed.

"First of all, it was an unfortunate plane crash, and secondly, you should not carry a burden on yourself that your son is being blamed. The pilot is not to be blamed for the plane crash. It was an accident," the Bench told senior advocate Gopal Sankaranarayanan, appearing for Sabharwal.

"We have gone through the report. There is no insinuation against the pilot at all... Whatever could be the reason for the tragedy, it is not the pilots. No one in the country believes it was the pilot's fault," the Bench observed, while seeking responses from the Centre and the Director General of Civil Aviation (DGCA) on a petition filed by the 91-year-old father and the Federation of Indian Pilots. The plea seeks a court-monitored probe led by a former Supreme Court judge.

Emphasising that the preliminary probe had not attributed any fault to the cockpit crew, Justice Kant said: "There is only a mention in the cockpit recorder where one pilot asks your son whether he turned off a switch, and your son replies in the negative. That is all there is in the report. The main purpose of the investigation is to ensure such incidents do not recur."

Sankaranarayanan submitted that concerns arose after a Wall Street Journal report suggested pilot error based on unnamed government sources.

"It was a nasty reporting only to blame India. We are not bothered by foreign media reports. No one in the country believes that it was the pilot's fault," the Bench remarked.

Sankaranarayanan argued that the Aircraft Accident Investigation Bureau (AAIB) findings were "biased and incomplete," appearing to focus on pilot error while overlooking other possible causes.

In September, the apex court had issued notices to the Centre and DGCA "for the limited purpose of ensuring a fair, impartial and expeditious investigation by an expert body" into the London-bound flight's crash.

The Safety Matters Foundation, an aviation safety NGO led by former pilot Amit Singh, has also sought a court-monitored independent probe into the tragedy.

File photo of wreckage of Air India Dreamliner near Ahmedabad airport

Air India issues alert for flyers over delays in flights

IANS
New Delhi, Nov 5

Air India on Wednesday alerted its passengers that the departure of some of the airline's flights will be delayed due to "a third-party connectivity network issue that had impacted check-in systems at some airports".

The Tata Group airline said the system has now "been restored". However, some of the Air India flights may continue to be delayed for some time as the situation normalises progressively, according to a statement. "Passengers flying with us today may check their flight status before heading to the airport and allow extra time for their journey," the Air India statement said. Meanwhile, Air India had said on Tuesday that it was operating a relief flight to ferry the passengers of the San Francisco-Delhi flight, which was diverted to Mongolia due to a suspected technical issue.

Air India flight AI174, operating from San Francisco to Delhi via Kolkata on November 2, made a precautionary landing at Ulaanbaatar after the flight crew suspected a technical issue en route.

The airline further said that along with local authorities and the Indian Embassy in Mongolia, it has been looking after the passengers and crew, including providing them with hotel accommodation.

"Guests have been kept informed about the arrangements being made to fly them to Delhi. At Air India, the safety and wellbeing of our passengers and crew remain top priority," an Air India spokesperson said.

The airline had said in an earlier statement that the aircraft landed safely at Ulaanbaatar and was undergoing the necessary checks. In the meantime, Air India has been granted a temporary extension of flight duty time for two-pilot Boeing 787 Dreamliner planes flying on European routes, which have become longer due to the closure of Pakistani airspace, the Directorate General of Civil Aviation

Air India ✓
@airindia

A third-party connectivity network issue had impacted check-in systems at some airports, thereby delaying flight departures of some airlines, including Air India. The system has since been restored. However, some of our flights may continue to be delayed for some time as the situation normalises progressively. Passengers flying with us today may check their flight status on https://airindia.com/in/en/manage/flight-status.html before heading to the airport and allow extra time for their journey.

(DGCA) said last week.

The extension was based on specific operational reasons linked to planes on European routes having to undertake longer flight paths following the shutdown of Pakistan's airspace, according to the civil aviation regulator. For two-pilot Boeing 787 operations, the Flight Duty Time Limitation (FDTL) has been extended to 10 hours and 30 minutes from 10 hours, and the Flight Duty Period (FDP) increased to 14 hours from 13.

एटीसी में गड़बड़ी से 700 उड़ानें अटकीं, घंटों फंसे रहे यात्री

नई दिल्ली, प्रमुख संवाददाता। दिल्ली हवाईअड्डे पर शुक्रवार को यात्रियों को भारी परेशानी का सामना करना पड़ा। हवाई यातायात नियंत्रण प्रणाली में तकनीकी खराबी के कारण 700 से अधिक घरेलू, अंतरराष्ट्रीय उड़ानें प्रभावित हुईं। इसके चलते यात्रियों को घंटों इंतजार करना पड़ा।

इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का सबसे व्यस्त हवाई अड्डा है, यहां से रोजाना 1500 से अधिक उड़ानें संचालित की जाती हैं। यह आई तकनीकी खराबी के कारण विमानों को औसतन एक घंटे की देरी हुई। इससे हजारों यात्रियों को दिक्कतों का सामना करना पड़ा। एक पीड़ित यात्री अपर्णा गुप्ता ने सोशल मीडिया पर

मैनुअल तरीके से संचालन

सूत्रों के अनुसार, तकनीकी समस्या गुरुवार शाम से ही शुरू हो गई थी। ऑटोमैटिक मैसेज स्विचिंग सिस्टम में खराबी से ऑटो ट्रैक सिस्टम को सूचनाएं नहीं मिल रही थीं। मैनुअल रूप से उड़ान योजनाएं तैयार करनी पड़ीं, जिससे उड़ानों में देरी हुई।

लिखा कि वे दो बजे से विमान में बैठी हैं, तीन घंटे बीत चुके हैं, उन्हें चाय जैसी सुविधाएं भी नहीं दी गईं।

इंडिगो, एयर इंडिया, स्पाइसजेट आदि ने यात्रियों को सलाह दी कि वे अपडेट जानकारी देखकर निकलें। भारतीय विमानपत्तन प्राधिकरण ने बताया कि ऑटोमैटिक मैसेज स्विचिंग

देशभर में सेवाओं पर असर

दिल्ली हवाई अड्डे पर तकनीकी समस्या खड़ी होने से देशभर में हवाई सेवाएं प्रभावित हुईं। इसकी वजह से इंदौर, भोपाल, मुंबई, पटना आदि शहरों के लिए सेवाएं प्रभावित हुईं। कई परेशान यात्रियों ने सोशल मीडिया इससे जुड़ी शिकायत की।

सिस्टम में तकनीकी खराबी आई है, जिससे उड़ान में देरी हो रही है।

हालांकि, शुक्रवार देर रात गड़बड़ी दूर कर एयर ट्रैफिक कंट्रोल प्रणाली को बहाल कर दिया गया। एयरपोर्ट अथॉरिटी ऑफ इंडिया ने बताया कि संचालन जल्द सामान्य हो जाएगा। ❯ करते रहे इंतजार **P03**

दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर शुक्रवार को उड़ानों में देरी के चलते यात्रियों को परेशानी उठानी पड़ी। ● एजेंसी

| कुछ अलग | कैप्टन सुमीत सभरवाल के 91 वर्षीय पिता की याचिका पर विचार करते हुए शीर्ष अदालत ने ढांढस बंधाया

पायलट के पिता से बोला कोर्ट, मन पर बोझ न लें

नई दिल्ली, विशेष संवाददाता।
सुप्रीम कोर्ट ने अहमदाबाद विमान हादसे में जान गंवाने वाले पायलट के पिता को ढांढस बंधाया। अदालत ने शुक्रवार को कहा, किसी ने पायलट सुमीत सभरवाल को दोषी नहीं ठहराया है। आप अपने ऊपर कोई भावनात्मक बोझ न लें।

शीर्ष अदालत ने 12 जून को हुए एयर इंडिया विमान हादसे की जांच को लेकर अनुचित रिपोर्टिंग के लिए विदेशी मीडिया की कड़ी निंदा की। हादसे में 260 लोगों की जान चली गई थी। जस्टिस सूर्यकांत और जॉयमाल्य बागची की पीठ ने हादसे में जान गंवाने वाले विमान के मुख्य पायलट कैप्टन

सुमीत सभरवाल के 91 वर्षीय पिता पुष्कराज सभरवाल की ओर से दाखिल याचिका पर विचार करते हुए यह टिप्पणी की। जस्टिस सूर्यकांत ने पायलट के पिता से कहा, शुरुआती

गुस्सा समझ में आता है

जस्टिस बागची ने कहा कि अगर याचिकाकर्ता विदेशी मीडिया रिपोर्टों से दुखी है, तो उसका उपाय अमेरिकी कोर्ट में है, जहां वह मुकदमा दायर कर सकता है। उन्होंने कहा कि आपका गुस्सा समझ में आता है लेकिन पब्लिक की सोच और असल स्थिति के बीच साफ तौर पर बेमेल है।

जांच रिपोर्ट में भी उनके (पायलट) खिलाफ कोई इशारा नहीं है। देश के 142 करोड़ लोगों में से कोई यह नहीं मानता कि दोष पायलट पर जाना चाहिए। त्रासदी का कारण कुछ भी हो,

...हमें फर्क नहीं पड़ता

वरिष्ठ अधिवक्ता गोपाल शंकरनारायणन ने कहा, यह तब शुरू हुआ जब अमेरिकी मीडिया वॉल स्ट्रीट जर्नल ने न्यूज रिपोर्ट छापी, जिसमें पायलट की गलतियों की ओर इशारा किया गया। इसमें अनाम सरकारी सूत्रों का हवाला दिया गया था। इस पर सुप्रीम कोर्ट ने कहा है कि एक विदेशी अखबार की घटिया रिपोर्टिंग थी। हमें इससे कोई फर्क नहीं पड़ता।

लेकिन यह पायलट नहीं हैं। जस्टिस सूर्यकांत ने कहा कि यदि जरूरी हुआ तो हम यह साफ कर देंगे कि इस दुर्भाग्यपूर्ण विमान हादसे के लिए पायलट जिम्मेदार नहीं है।

No one in the country believes it was pilot's fault: SC on AI crash

Aaratrika Bhaumik
NEW DELHI

The Supreme Court on Friday orally observed that no fault could be ascribed to the pilot who was commanding the Air India Boeing 787 Dreamliner that crashed shortly after take-off from Ahmedabad on June 12, claiming over 250 lives, and clarified that no official report had held the cockpit crew responsible for the tragedy.

A Bench of Justices Surya Kant and Joymalya Bagchi said it was even willing to record this position formally as it took up for hearing a petition filed by Pushkar Raj Sabharwal, father of the late Captain Sumeet Sabharwal, seeking a judicially monitored investiga-

The court clarified that no official report had held the cockpit crew responsible for the June 12 tragedy

tion into the crash.

Appearing for the petitioner, senior advocate Gopal Sankaranarayanan contended that the preliminary findings of the Aircraft Accident Investigation Bureau (AAIB) were "biased and incomplete" and appeared to attribute the cause of the crash to pilot error while overlooking possible technical and systemic failures that warranted an independent probe.

No one believes it was pilot's fault, observes S(

Citing Rule 12 of the Aircraft (Investigation of Ac dents and Incidents) Rules, 2017, Mr. Sankaran rayanan argued that the Centre was mandated institute a formal investigation into the cras "That has not been done. What we have instead a preliminary investigation under Rule 9," submitted.

Allaying the petitioner's concerns that his so was being unfairly blamed, the Bench said, "Th is an extremely unfortunate accident. But yo should not carry the burden that your son is bei blamed. We can always clarify that nobody, an especially the pilot, can be blamed for the trag dy." The Bench further noted that the prelimina report drew no adverse inference against the plot. "We have gone through the report. There is insinuation against the pilot at all... It just recor a cockpit recorder which says one pilot enquir of the other: 'Have you switched off the fu switch?', and he says 'No'. So, there's no questic of the report apportioning blame," Justice Bagc remarked.

[U.S. GOVT] CONGRESSIONAL PARALYSIS OVER FEDERAL BUDGET

Hundreds of flights cut as US shutdown drags on

Agencies
letters@hindustantimes.com

WASHINGTON: Hundreds of flights were cancelled across the United States on Friday after the Trump administration ordered reductions to ease strain on air traffic controllers working without pay amid congressional paralysis over the federal budget.

The 40 airports selected by the Federal Aviation Administration (FAA) for reductions span more than two dozen states and include hubs such as Atlanta, Dallas, Denver, Los Angeles, Miami and Newark.

With Republicans and Democrats in a bitter standoff over spending priorities, including healthcare, Congress has ground to a standstill, leaving the entire federal funding spigot closed.

Vast numbers of government employees, including vital airport staff, are either working without pay or furloughed at home, waiting for the now nearly six-week crisis to end.

The flight reductions were to take effect gradually over the coming days, starting at 4% and rising to 10% next week if Congress still hasn't reached a funding deal.

More than 815 flights have been called off nationwide, according to FlightAware.

The most affected airports were Chicago O'Hare, Hartsfield-Jackson in Atlanta, Denver and Dallas-Fort Worth, according to data analyzed by AFP.

"This is frustrating. We don't need to be in this position," American Airlines CEO Robert Isom told CNBC.

The upheaval means ordinary Americans are now directly feeling the impacts of the Washington fight, where the funding shutdown began October 1, increasing pressure on both parties.

The Senate was expected to try for the 15th time on Friday to approve a short-term, House-passed funding measure that would reopen the government — but the vote was expected to fail like the previous 14.

US Transportation Secretary Sean Duffy blamed Democrats, saying they should vote to reopen the government. "If Democrats are going to go home this weekend, and they've kept the government shut down, that's shameful," Duffy told reporters at Reagan National Airport.

However, Republicans control Congress and Democrats have said they will refuse to sign off on the majority party's budget plans, including severe healthcare cuts.

The flight reduction measures come as the country enters its busiest travel time of the year, with the Thanksgiving holiday just weeks away.

American Airlines said in a statement that its scheduled reduction amounted to 220 flight cancellations each day.

Delta Air Lines said it was cutting about 170 flights scheduled for Friday, while broadcaster CNN reported Southwest Airlines axed around 100 flights set for that day.

It is unclear when the reduced flights could end. Airlines, unions and the travel industry have urged Congress to end the shutdown, which on Wednesday became the longest on record.

The cuts could include up to 1,800 flights and about 268,000 seats combined, according to one estimate.

Travellers wait in line at a security checkpoint at George Bush Intercontinental Airport in Houston, Texas on Friday. AFP

THE HINDUSTAN TIMES   DELHI   8 NOVEMBER 2025

Can't blame pilots for AI crash, says SC, agrees to consider fresh probe

Utkarsh Anand

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NEW DELHI: The Supreme Court on Friday underlined that the pilots of the Air India Boeing 787 Dreamliner that crashed on June 12, killing over 250 people, cannot be held responsible for the tragedy, and that no government report has sought to apportion blame on them. The court added that it was prepared to state this on record, even as it agreed to examine a plea filed by the father of the pilot-in-command seeking a judicially monitored investigation.

A bench of justices Surya Kant and Joymalya Bagchi told senior advocate Gopal Sankaranarayanan, appearing for petitioner Pushkaraj Sabharwal — father of Captain Sumeet Sabharwal who commanded the Air India flight — that the family should not bear the burden of any perceived insinuation.

On June 12, an Air India flight carrying 230 passengers and 12 crew crashed in Ahmedabad.

"This is an extremely unfortunate accident. But you should not carry this burden that your son is being blamed. We can always clarify that nobody and especially the pilot cannot be blamed for the tragedy," the bench said.

"We have gone through the report. There is no insinuation against the pilot at all...," added the bench, stressing that the preliminary probe so far did not attribute fault to the cockpit crew.

"There is just a mention of the cockpit recorder where one pilot asks your son whether he turned off a switch and your son answers in the negative. That is all there is in the report," said the bench, issuing notice to the Centre and the Director General of Civil Aviation (DGCA).

The petition filed by Sabharwal and the Federation of Indian Pilots has sought a court-monitored inquiry, alleging that the preliminary findings of the Aircraft Accident Investigation Board (AAIB) suggesting "human error" were "defective" and ignored evidence of an electrical or digital systems failure. It argues that to infer pilot error without ruling out malfunction in the Boeing 787's digital control architecture unfairly maligns the deceased crew.

The matter will now be heard next week along.

Shouldn't carry burden of son being accused, SC tells AI-171 pilot's father

Express News Service
New Delhi, November 7

EXPRESSING GRAVE concern over the "nasty reporting" in the foreign press blaming the Air India flight 171 crash in Ahmedabad on pilot error, the Supreme Court Friday issued notice to the Centre on a plea by one of the deceased pilots seeking an independent probe into the June 12 accident in which 260 people were killed.

A bench of Justices Surya Kant and Joymalya Bagchi issued notice to the Centre on the plea by Pushkar Raj Sabharwal, the father of Commander Sumeet Sabharwal.

"It's extremely unfortunate that this accident took place, and this gentleman lost his son. But he should not carry this burden that his son is being accused or blamed or anything... Report also, that language, if at all it is creating this kind of wrong impression, we will clarify. Nobody can blame him for anything. There is no question," Justice Kant told Senior Advocate Gopal Sankaranarayanan, who appeared for the father.

Air India flight crashed in Ahmedabad on June 12, killing 260. FILE

Sankaranarayanan referred the bench to Rule 12 of the Aircraft (Investigation of Accidents and Incidents) Rules, and said it enjoins that the Centre will order an independent investigation. "That has not happened. What has happened is a preliminary investigation under Rule 9," the Senior Advocate said.

On behalf of pilot's father, he said, "I am the father of the Commander of the plane... I am 91 years old. This is a non-independent investigation. It should have been independent. It has taken four months."

To this, Justice Bagchi said there is "no insinuation against the pilot".

"See page 202... It just records a cockpit recorder which says one pilot enquires of the other: 'Have you switched off the fuel switch?', and he says 'No'. So, there's no question of the report apportioning blame, and, in fact, the Rules and the AIB investigation are not to apportion blame. It's to propose better performance and the avoidance of such accidents in the future. Where is the cause of action in this writ petition?"

When Sankaranarayanan said that despite the confidentiality associated with the probe, the *Wall Street Journal* carried a report "based on information they have got from this investigation, Justice Bagchi said, "We are not bothered about what a foreign press (reports)". However, the senior counsel said, "I am. My son is being attacked."

Justice Bagchi said, "Then your suit should have been against the *Wall Street Journal* in an American court".

To that, Sankaranarayana said the report is citing an Indian government source. "Doesn't matter. This is by a foreign press whose insinuation is incorrect," said Justice Bagchi. "This kind of nasty reporting only because they want to blame India..." Justice Kant added.

"They (investigators) repeatedly insinuate when they come and visit me," said Sankaranarayan. The court agreed to hear it with another petition also seeking a probe into the matter on November 10.

Govt to soon come out with SAF policy, says Civil Aviation Minister

NEW DELHI: The government will very soon come out with a policy on Sustainable Aviation Fuel (SAF), which can help reduce crude oil imports, increase farmers' income and create more green jobs, Civil Aviation Minister K Rammohan Naidu said on Thursday.

Addressing a summit in the national capital, the minister stressed that adoption of SAF (Sustainable Aviation Fuel) demands more innovation, investment and a collective international collaboration.

India aims to have 1 per cent blending of SAF in jet fuel by 2027, 2 per cent blending by 2028 and 5 per cent blending by 2030. SAF can be used as a drop-in fuel in Aviation Turbine Fuel (ATF), which powers aircraft.

The minister said that private players should also be part of SAF production besides the oil companies.

Globally, the requirement for SAF is estimated at 183 million tonnes by 2040.

"From feedstock to fuel, from farmers to flyers, and from frying to flying, who would have actually imagined that (those) frying samosas also can participate in this whole global aviation movement (on SAF)," Naidu said.

India has more than 750 million tonnes of available biomass and nearly 213 million tonnes of surplus agricultural residue.

Naidu said the government will very soon come out with a SAF policy.

Apart from reducing carbon emissions, the minister said SAF can empower farmers by increasing their incomes by 10-15 per cent.

Along with reducing our crude oil import bill by USD 5-7 billion every year, SAF production can also help create over 1 million green jobs across the SAF value chain, Naidu said.

At present, global SAF is very less.

Naidu said that the country can produce SAF at highly competitive rates and the fuel can also help address challenge of growth versus sustainability.

India is one of the world's fastest growing civil aviation markets and domestic carriers have placed orders for more than 1,700 planes. **PTI**

No one in country believes AI crash in Ahmedabad due to pilot's fault: SC

SUCHITRA KALYAN MOHANTY
@ New Delhi

THE Supreme Court on Friday said that no one blamed the chief pilot of the Air India Dreamliner for the June 12 crash in Ahmedabad, which claimed 260 lives, and asked his 88-year-old father not to carry any emotional burden.

During the hearing on the plea filed by Pushkaraj Sabharwal, the 88-year-old father of late Captain Sumeet Sabharwal who served as the pilot-in-command of the Air India flight that crashed, the top court observed that no one in India believed it was pilot's fault.

"It's extremely unfortunate that this crash took place, but you (Pushkaraj) should not carry this burden on yourself that your son is being blamed. Nobody can blame him (pilot) for anything. No one in India believes it is the pilot's fault," said a bench of Justices Surya Kant and Joymalya Bagchi.

The court also issued notices to the Centre, DGCA and others after hearing the plea of Push-

ALSO IN TOP COURT

Plea for mosque rebuilding rejected

The Supreme Court on Friday rejected an appeal challenging an order that rejected a petition seeking directions for the reconstruction of a mosque in Madhya Pradesh's Ujjain, which was demolished following land acquisition. A two-judge bench comprising Justice Vikram Nath and Justice Sandeep Mehta passed the order.

Why challenge NGT on river cleaning

The Supreme Court on Friday asked the Rajasthan government why the state industrial development and investment corporation has challenged an NGT order aimed at cleaning the polluted Jojari river. It also asked the state to apprise it whether the civic bodies concerned want to continue with their appeals.

karaj and the Federation of Indian Pilots (FIP) seeking direction for the constitution of a panel for a judicially monitored probe into the deadly crash.

"There is no insinuation against him (pilot) even in the preliminary report," the bench said, adding that if the father is worried about Wall Street Journal report, then he should move the US court. Senior advocate

Gopal Sankaranarayanan, appearing for Pushkaraj, said that it all started after WSJ put out a report pointing to errors on the part of the pilot.

"I am the father of the commander of the plane... I am 88 years old. This is a non-independent investigation. It should have been independent. It has taken four months," Sankaranarayanan submitted.

सुप्रीम कोर्ट ने कहा, अहमदाबाद प्लेन क्रैश में पायलट को दोषी नहीं कहा जा सकता

मृत पायलट के पिता से बोला SC, आपका बेटा दोषी नहीं, बोझ न लें

FILE

3 मिनट में पढ़ें NBT

■ NBT रिपोर्ट, नई दिल्ली

सुप्रीम कोर्ट ने कहा है कि जून में अहमदाबाद में दुर्घटनाग्रस्त हुए लंदन जाने वाले एयर इंडिया विमान के पायलट को दोष नहीं दिया जा सकता। हादसे में 260 लोगों की मौत हुई थी। जस्टिस सूर्यकांत और जस्टिस जॉयमल्या बागची की बेंच उस याचिका पर सुनवाई कर रही थी, जिसे कमांडर सुमित सभरवाल के पिता पुष्कर राज सभरवाल (91) ने दाखिल किया था। सुमित सभरवाल इस हादसे में मारे गए पायलटों में से एक थे। याचिका में हादसे की स्वतंत्र न्यायिक जांच की मांग की गई थी।

याचिका में दुर्घटना की स्वतंत्र न्यायिक जांच की मांग की गई है

12 जून को लंदन जा रहा एयर इंडिया का विमान अहमदाबाद से उड़ान भरने के कुछ ही सेकंड में हादसे का शिकार हो गया, इसमें 260 लोगों की मौत हुई।

याचिकाकर्ता की ओर से सीनियर वकील गोपाल शंकरनारायणन पेश हुए और दलील दी कि एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (AAIB) द्वारा की जा रही मौजूदा जांच स्वतंत्र नहीं है। उन्होंने अदालत से कहा कि याची विमान के कमांडर के पिता हैं। यह जांच निष्पक्ष नहीं है, जबकि इसे स्वतंत्र होना चाहिए था।

'विदेशी मीडिया का भारतीय न्यायिक प्रक्रिया पर असर नहीं': याचिकाकर्ता ने अदालत का ध्यान वॉल स्ट्रीट जर्नल के एक लेख की ओर भी दिलाया, जिसमें कथित तौर पर एक अज्ञात भारतीय सरकारी सूत्र के हवाले से पायलट की गलती बताई गई थी। अदालत ने स्पष्ट किया कि विदेशी मीडिया की रिपोर्ट का भारतीय न्यायिक प्रक्रिया पर कोई प्रभाव नहीं होगा। जस्टिस बागची ने कहा कि हम विदेशी रिपोर्टों से प्रभावित नहीं होते।

केंद्र को नोटिस, 10 को अगली सुनवाई

सुप्रीम कोर्ट ने सुनवाई के बाद केंद्र सरकार को नोटिस जारी किया और कहा कि यह मामला 10 नवंबर को एक अन्य संबंधित मामले के साथ सुना जाएगा। सुप्रीम कोर्ट के जस्टिस सूर्यकांत की अगुवाई वाली बेंच ने मौखिक टिप्पणी में याचिकाकर्ता की उस चिंता पर प्रतिक्रिया दी कि कहीं उनके दिवंगत पुत्र को इस हादसे के लिए अनुचित रूप से दोषी न ठहराया जाए। अदालत ने मौखिक तौर पर कहा कि यह हादसा बेहद दुर्भाग्यपूर्ण है, लेकिन आपको यह बोझ नहीं उठाना चाहिए कि आपके बेटे को दोष दिया जा रहा है। जस्टिस बागची ने भी स्पष्ट किया कि AAIB की पारंभिक रिपोर्ट में पायलट के खिलाफ कोई संकेत नहीं है।

SC offers solace to Air-India pilot's father

PIONEER NEWS SERVICE
■ New Delhi

The Supreme Court (SC) on Friday said no one blamed the chief pilot of the Air India Dreamliner for the June 12 crash, which claimed 260 lives, and asked his 91-year-old father not to carry any emotional burden.

"There is no insinuation against him even in the preliminary report," a bench of Justices Surya Kant and Joymalya Bagchi said, emphasising that if necessary, the court will clarify that the pilot is not to be blamed for the "unfortunate" plane crash.

The top court issued notice to the Centre and the Director General of Civil Aviation (DGCA) on a plea of Pushkaraj Sabharwal, the father of deceased pilot Captain Sumeet Sabharwal.

Pushkaraj Sabharwal and the Federation of Indian Pilots have moved the Supreme Court for a court-monitored inquiry headed by a former apex court judge into the crash of Air India flight AI171 in Ahmedabad.

"First of all, it was an unfortunate plane crash and secondly, you should not carry a burden on yourself that your son is being blamed. The pilot is not to be blamed for the plane crash. It was an accident," the bench told senior advocate Gopal Sankaranarayanan, appearing for Pushkaraj Sabharwal.

"No one in the county believes that it was the fault of the pilot," it said.

Sankaranarayanan said it all started after US publication Wall Street Journal put out a news report pointing to errors on the part of the pilot

Air India plane crash at Ahmedabad on June 12, 2025

that led to the plane crash and citing unnamed Government sources.

The bench said, "It was a nasty reporting only to blame India. We are not bothered by foreign media reports. No one in the country believes that it was the fault of the pilot."

Sankaranarayanan said, "I am aggrieved because my son was attacked."

Justice Bagchi said if the petitioner is aggrieved by the foreign media reports, then, with respect, his remedy lies in American court, where he can file a suit.

"Your angst is understandable but there is clear incongruity between public perception and the factual position," Justice Bagchi added.

The judges read out a paragraph from the preliminary report of the Aircraft Accident Investigation Board (AAIB) issued on July 12 and said nowhere does it state that the pilot is to be blamed and it only refers to the conversation between him and his co-pilot.

"There is just a mention of the cockpit recorder where one pilot asked whether the fuel was cut off by the other and the other pilot said no. There's no suggestion of any fault in that report. There is no question of apportioning blame on them," Justice Bagchi said.

Sankaranarayanan pointed out that there were persistent safety issues involving Boeing aircraft globally and the Ahmedabad crash must be viewed in that larger context.

"The scope of the AAIB investigation is not to blame but to suggest preventive measures. If necessary, we will clarify that the pilot cannot be blamed," the bench said.

"We are a country of around 142 crore people and none of them believes the blame has to go to the pilot. Whatever could be the reason for the tragedy, it is not the pilots," it added.

Sankaranarayanan said that they want an independent probe into the matter and the preliminary report prepared after the tragedy was not based on an independent investigation.

Justice Bagchi said the investigation into the accident was conducted according to the process.

"If you challenge the investigation, you have to challenge the statutory provisions of the (Aircraft) Act itself," the judge said.

Sankaranarayanan said, "These pilots are offering their services to the nation. Such kind of insinuations... That's very sad." The bench listed the matter for further hearing on November 10, along with other pending petitions on the crash.

Pushkaraj Sabharwal has sought a "fair, transparent and technically robust" investigation into the tragic incident.

He said his son had an "unblemished career spanning over 30 years, with 15,638 hours of incident-free flying, including 8,596 hours on Boeing 787-8 aircraft,

without a single reported lapse or incident causing fatalities or otherwise".

The petition, filed through AP&J Chambers on October 10, made Union Ministry of Civil Aviation, DGCA and AAIB respondents.

The plea seeks directions for the constitution of an independent committee, also comprising aviation and technical experts, to probe the crash.

The approach of the investigation has resulted in a failure to adequately examine, or rule out, other more plausible technical and procedural factors relating to Boeing that could have contributed to the tragic incident, the plea said.

"An incomplete and prejudiced inquiry, without identification of the exact cause of the accident, endangers the lives of future passengers and undermines aviation safety at large, causing a violation of Article 21 of the Constitution," it said.

The probe team is dominated by officers from DGCA and the state aviation authorities whose procedures, oversight and possible lapses are directly implicated in the investigation, it added.

The ill-fated aircraft took off from Ahmedabad for London Gatwick but crashed within minutes, impacting the BJ Medical College hostel located less than a nautical mile from the end of the runway.

The Emergency Locator Transmitter failed to activate, and both the pilot-in-command Captain Sumeet Sabharwal and co-pilot Captain Clive Kunder lost their lives in the crash, the plea said.

Flight cuts begin across US as shutdown hits air travel

Int'l Flights Remain Virtually Unaffected

Washington: Major airports appeared to be working largely as normal Friday as a wave of flight cancellations hit the US, but worries about travel were bringing home the effects of govt shutdown to Americans.

The cuts were announced by the Federal Aviation Administration (FAA) this week to limit air traffic as the shutdown, now the longest in US history, leaves air traffic controllers working without pay. Major airlines said most customers would not be affected and that travellers who wanted to change or cancel a flight for a refund could do so. International flights were virtually unaffected by the cuts.

Starting Friday, the FAA required airlines to cut 4% of flights at 40 of the nation's busiest airports, including those serving Atlanta, Chicago, Los Angeles, New York and other major cities. The mandate will remain in place through Monday, rising to 6% Tuesday, 8% Thursday and 10% next Friday.

As of Friday morning, airlines had cancelled about 748 flights, about 3% of the 25,000 scheduled for the day. That constituted a relatively light disruption: If the number holds, Friday would be the 72nd worst day for flight cancellations since the start of last year, according to Cirium. "While it is sudden, it is definitely not chaotic," David Kinzelman, United Airlines' chief customer officer, said in an interview on Thursday.

Joint Base Andrews is home of Air Force One, the aircraft used by POTUS

Several people ill at US base in Maryland after a package with white powder opened

Seven people were briefly hospitalised after a suspicious package containing a white powder was opened at the military base near the US capital that is home to Air Force One, the presidential jet, US media reported. The CNN television network said initial tests of the unknown substance by a HAZMAT team found it not to be hazardous but an investigation was ongoing. The individuals at Joint Base Andrews who were taken to hospital on Thursday were subsequently released, CNN said. Fox News said some of them had reported experiencing headaches. CNN, citing sources familiar with the investigation, said the package also contained what was described as "political propaganda." "As a precaution, the building and connecting building were evacuated. Joint Base Andrews first responders were dispatched to the scene, determined there were no immediate threats," the base said. AFP

US employment report will not be published again

The US labour department Friday wasn't likely to publish employment report for second month. The longest shutdown on record, now in its second month, AGENCIES

Cornell reaches deal with Trump govt to restore research funds

Cornell University reached an agreement with the Trump administration on Friday that would restore hundreds of millions in federal funding to the university, according to university and govt officials. The agreement would also end government investigations that have placed the Ivy League school under months of federal scrutiny over accusations of antisemitism and discrimination in admissions. Under the terms of the agreement, Cornell is expected to pay a $30 million fine to govt and to invest $30 million on programs designed to enhance efficiency and lower costs in agriculture and farming. A land-grant institution, Cornell is known for its agricultural research programs.

In April, govt abruptly froze planned federal research funding for the university. Govt had been scrutinising Cornell after accusations of racial discrimination, and the university acknowledged receiving dozens of stop-work orders. NYT

Expedite work on upgraded instrument landing system on main runway: DGCA

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New Delhi: Amid rising incidents of GPS spoofing near Delhi Airport, the Directorate General of Civil Aviation (DGCA) has ordered the immediate promulgation of instrument landing system (ILS) category one (CAT I) on IGIA's main runway 10/28 at the 10 or the Dwarka end.

Advancing the date from the originally proposed Nov 27, the regulator will now implement it this weekend, providing a major relief for flight operations during easterly winds, when aircraft land from the Dwarka side and take off towards Vasant Vihar.

IndiGo had recently carried out a trial flight on runway 10/28 to test the new system installed after the airstrip got a new approach lighting system as part of its upgraded CAT III ILS. The report had been submitted to the regulator and now CAT I promulgation has been expedited.

Sources said a high-level govt meeting was held after GPS spoofing was detected as far as 60 nautical miles from IGIA — something seen only near the Indo-Pak border and other war-affected regions as far west as Ukraine.

Aircraft land using ILS or in its absence, using "required navigation performance" (RNP), which doesn't rely on ground-based navigation aids. RNP, however, requires GPS.

IGIA warhorse runway 10/28 ILS was withdrawn earlier this year for upgrades to provide CAT III on 10 or Dwarka end and overall upgrade for the 28 or Gurgaon E-way end. When GPS spoofing hit Delhi recently, combined with easterly winds, aircraft couldn't land on runway 10 as it did not have ILS. This caused congestion and even led to some incoming flights getting diverted to Jaipur earlier this week.

Sensing the urgency and satisfied with the performance and safety of the new system, DGCA chief Faiz Ahmed Kidwai has expedited CAT I promulgation on runway 10 end. With runway 10 end getting an ILS, even CAT I, aircraft will be able to land even during simultaneous GPS spoofing events and easterly wind conditions. The full CAT III ILS upgrade on both ends of runway 10/28 is expected to be operational by mid-Dec, before the onset of dense fog.

Pilots have been briefed on the GPS spoofing risk, which can corrupt signals and mislead them by as much as 2,500 km. Airlines have devised measures to mitigate the impact of spoofing by alerting pilots in advance about the likelihood of facing this issue and advising them to switch over to alternative navigation mechanism when they do so.

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Spoofing Corrupts GPS Signals, Giving Pilots Wrong Indications About Location

Nov 6.

SC: Use tech to make property sale safe, simpler

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New Delhi: Supreme Court on Friday called for reforms in property transactions, saying the process of buying and selling immovable property must be made simpler, transparent, and fraud-free by using technology and making property registration a conclusive proof of ownership.

It said property transaction is a distressing and traumatic task fraught with risk of fraud as it is still regulated by colonial laws. A bench of Justices P S Narasimha and Joymalya Bagchi said property laws have long witnessed a dichotomy between registration and ownership as registration does not confer ownership and this leads to massive litigation.

▶ 'Deficiencies', P 14

Nasty, motivated reports in foreign media aimed at showing India in bad light, says SC

▶ **Continued from P1**

The bench said, "The interim report made no insinuation against the pilot. It just reproduces the conversation recorded in the cockpit voice recorder which reveals that one pilot asking the other whether he switched off the fuel supply and the other is denying it. The interim report does not apportion blame on the pilot. So, where is the cause of action for this petition?"

Senior advocate G Sankaranarayanan said there was a report in Wall Street Journal quoting Indian authorities and claiming that the crash was due to pilot error which has caused immense pain and agony to the father.

The bench said, "We are not bothered about what Wall Street Journal or foreign media reported." Sankaranarayanan said the father is bothered by it. SC said, "Then file a petition against WSJ and other foreign media for insinuating against the pilot. These kinds of nasty and motivated reports in foreign media

Wreckage of AI-171 that crashed in Ahmedabad

are aimed at showing India in a bad light."

The counsel went on to describe how inquiry officials visited his client's house and kept asking about marital life of the pilot and were insinuating that because of the domestic issues he could have committed suicide, which is far from truth.

The bench said, "No Indian believes or talks about pilot error or mistake as a cause of the June 12 crash. If you are aggrieved by the foreign media reports, then take appropriate remedial mea-

sures before the forum concerned, not a writ petition before the Supreme Court."

On Sep 22, the SC had sought responses from the Directorate General of Civil Aviation (DGCA), Aircraft Accidents Investigation Bureau (AAIB) and the Centre seeking details of steps taken to conduct an independent, impartial and expeditious probe into the crash of Air India's June 12 London-bound flight.

However, even then it had told NGO 'Safety Matters Foundation' that its demand to make public details of the flight data recorder could have serious consequences for the grieving relatives of the pilots. "We have seen how one single sentence from the preliminary inquiry report was plucked out by western media to lay the blame on the pilot error. Such selective reporting causes immense agony and grief to the family members of the deceased pilots. Confidentiality of the investigations into the air crash should be maintained till the submission of the final report," it had said. The petition is likely to be taken up for hearing on Nov 10.