

# Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

9 JULY 2025

## Air India crash: Initial report submitted to ministry

ANAND SINGH  
NEW DELHI

Almost 26 days after the tragic air crash involving Air India London-bound AI171, which left over 270 dead on June 12, the Aircraft Accidents Investigation Bureau (AAIB) has shared its preliminary report with the Ministry of Civil Aviation, sources said on Tuesday.

According to sources, the AAIB submitted its preliminary report of crash after

studying and analysing the reports it gathered from the two black boxes that were recovered and whose data were successfully downloaded.

The source said that the report outlined the key observations by the investigators related to flight data, weather conditions, electrical, mechanical or technical performance by the aircraft after taking off from the Sardar Vallabhbhai Patel

■ P3

## Initial report submitted to ministry

CONTINUED FROM P1

International Airport and the crew actions and their communication with the Air Traffic Control (ATC).

The source said that the preliminary report is also based on the technical observations and several people questioned especially from the ATC, airline and those who witnessed the crash from the ground.

The contents of the report is yet to be made public, the sources said, adding that the AAIB is still continuing

its in-depth investigation to determine the exact cause of the crash and recommend safety measures going forward.

The source also said that the AAIB has not concluded the reasons that led to such a massive air disaster in India's aviation history in decades.

The ill-fated AI171 Boeing 787-8 Dreamliner had crashed within 39 seconds moments after taking off from the airport on June 12 at 1.39 p.m.. Out of 242 passengers on board, 241 had

died, while over 30 people died on ground after it crashed on BJ Medical Hostel building and exploded.

The AAIB is also said to have carried out the simulation of the flight data of the ill fated flight in simulator with scenario of double engine failure, wheels not reacted and without flaps configured.

The Boeing, which manufactured the Dreamliner operated by the Air India is also said to be cooperating with the AAIB and the DGCA in its probe.

## Corporate Communications Directorate

THE HINDU

DELHI

9 JULY 2025

# Public Accounts Committee tells DGCA to hold a complete safety audit of all aircraft

**The Hindu Bureau**  
NEW DELHI

The Public Accounts Committee headed by senior Congress leader K.C. Venugopal sought a complete audit by the Directorate General of Civil Aviation (DGCA) on the safety status of all aircraft operating in the country.

This direction comes in the context of the recent crash of Air India's Ahmedabad-London flight killing 241 of the 242 passengers aboard. With the probe still on, there was no detailed discussion in the committee on the Ahmed-



**Point of discussion:** The members also deliberated on 'arbitrary' surge in air ticket prices, according to sources. FILE PHOTO

dabad crash. The members confined themselves to broader concerns about safety, questioning the safety review procedures in the country.

Questions were raised on who certifies airworthi-

ness and the robustness of existing inspection systems.

Mr. Venugopal told reporters after the meeting that the committee members were all worried about safety issues, with

Nationalist Congress Party MP Praful Patel noting that every passenger wants to feel safe about the journey.

The members also deliberated on "arbitrary" surge in air ticket prices, and cited a host of examples, including the manifold hike of fares during the Maha Kumbh in Prayagraj, sources said.

When an official said the DGCA would be talking to airlines to have a consensus on developing a mechanism against price surges, a BJP member asked if the "unfair practice" would continue for want of consensus while some oth-

er MPs added that the aviation regulator has the remit to take action.

The DGCA said it would be putting guidelines in place to curb any unreasonable surge in prices, the sources said.

The committee raised concerns about discrepancies in user and tariff charges between AAI-operated and private airports. The members expressed dissatisfaction with the Airports Economic Regulatory Authority of India (AERA)'s explanation of its tariff calculation mechanism.

(With PTI inputs)

# Corporate Communications Directorate

THE STATESMAN

DELHI

9 JULY 2025

## Parliamentary panel discusses AI plane crash, airfare hike post-Pahalgam terror attack

**STATESMAN NEWS SERVICE**  
NEW DELHI, 8 JULY

Members of Parliament's Public Accounts Committee (PAC) on Tuesday met with top officials from the Civil Aviation Ministry and representatives from major airlines here and raised serious concerns over aviation safety in the wake of the Air India Flight AI-171 crash in Ahmedabad on 12 June, sources said.

The members of the Parliamentary panel also raised concern over the sudden surge in flight fares from Srinagar to other cities after the recent terror attack in Pahalgam, the sources said.

Several committee members have expressed strong dissatisfaction over the way various airlines drastically increased their fares from and to Srinagar after the April 22 Pahalgam terror attack, they said.

The source also mentioned that many MPs noted that such a rise in fares is against the set



standards.

A surge in airfares following the terror attack in Pahalgam prompted the Directorate General of Civil Aviation (DGCA) to issue an advisory to airlines regarding sudden fare hikes and to waive cancellation charges.

Among other issues discussed, according to sources, some members from the Opposition parties have demanded a special audit of the Bureau of Civil Aviation Security (BCAS).

Another key issue discussed was the fatal crash of Air India Flight AI-171 on 12 June. The aircraft, a Boeing 787-8 Dreamliner, crashed shortly after

takeoff from Ahmedabad's Sardar Vallabhbhai Patel International Airport. It struck a hostel building of BJ Medical College, killing 241 of the 242 people on board, including former Gujarat Chief Minister Vijay Rupani.

MPs sought clarity on several key points from ministry officials. A MP sought to know about the time frame for completing investigations and analysis of the plane's Black Box and whether there were any offers from foreign experts to assist in the investigation.

Officials from the Ministry of Civil Aviation, Directorate General of Civil Aviation (DGCA), Airports Economic Regulatory Authority of India (AERA), Airports Authority of India (AAI), AAI Cargo Logistics and Allied Services Company Ltd. (AAICLAS), BCAS, and representatives from major airlines like Air India, IndiGo, Akasa and SpiceJet were present at the meeting.



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THE TIMES OF INDIA

AHMEDABAD

9 JULY 2025

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### **A'bad airport gets another bomb threat**

**Ahmedabad:** A bomb threat email received late on Monday by the Airports Authority of India (AAI) triggered a security protocol at Sardar Vallabhbhai Patel International (SVPI) Airport in Ahmedabad. The threat was declared a hoax after a thorough search by security agencies.

According to the FIR filed at the SVPI Airport police station, the complaint was lodged by the Landside Security Manager employed by the Adani Group at the airport. The complaint stated that around 2.43 am on July 7, an email was received from an unknown address, claiming that IED explosives were hidden in a bathroom pipeline at the airport.

All emergency standard operating procedures (SOPs) were activated. The airport's Bomb Detection and Disposal Squad, along with Central Industrial Security Force (CISF) personnel and local police, conducted a detailed inspection of the premises. "No suspicious object was found during the search. The threat has been classified as a hoax," an airport source confirmed. **TNN**

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THE TIMES OF INDIA

AHMEDABAD

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# Cities & Airports: Too Close For Comfort

A study puts eight Indian airports among the world's top 50 most enclosed by urban sprawls. Mumbai tops the list, while Ahmedabad — which saw one of India's worst aviation disasters last month — ranks 12th

Soumya.Arya@timesofindia.com

New Laxminagar in Ahmedabad's Meghanagar area is a colony for the urban poor, with 600 flats packed into 11 blocks. The terrace of Block F offers a chilling perspective on how close its 2,000-odd residents were from where AI's flight 171 exploded into a fireball moments after take-off on June 12: just 250 metres. Also dangerously close is the Civil Hospital campus and a sea of settlements.

"It could have been us," says Ila, a Laxminagar resident, pointing to the charred hostel and mess buildings on the BJ Medical College campus. Her eyes shift left, to an aircraft taking off from the runway, just over 2km away. As it thunders past Block F, the 50-year-old shudders. A few lanes away, Rajesh Dantani (55), who runs a small grocery store near the Gujarat Housing Board colony, points to the spot behind his shop where the plane crashed — it's a stone's throw.

Like Ila and him, tens of thousands of people on the periphery of Ahmedabad airport live in the shadow of danger, as highlighted by a 2022 study, 'You're Surrounded! Measuring the Enclosure of Airports in Urban Areas', by Belgian researchers Tais Grippa & Frédéric Dobruszkes. Published in The Professional Geographer, the study maps how 'enclosed' the world's important airports are within urban centres of various densities.

### Urban Enclosures

Each airport is a specific case, based on — among other factors — air traffic volumes, fleets, runway use, airport procedures, climb profiles and weather. The index, calculated within a 15km radius, puts eight Indian airports in the top 50. Mumbai's Chhatrapati Shivaji Maharaj International Airport, with an enclosure index of 21,82,819, leads the global list covering 245 airports.

The enclosure index measures how densely populated an airport's surroundings are, with people living closer to the airport weighted more heavily, since aviation impacts like noise and pollution decrease with distance. Ahmedabad, which witnessed the worst aviation disaster in Indian history, is ranked 12th globally with an enclosure index of 10,82,503. This heightens the threat



to lives on ground, even if a plane dropping from the sky is rare.

"Unusually, on that day, this flight failed to maintain its glide angle over Block F," says Ila. "Which is why probably people of this colony and the several thousands more living in hundreds of societies around the airport periphery escaped death, personal tragedies and loss of property."

### Safety Standards

Subhash Kumar, former general manager (fire service & fire training) at Airports Authority of India (AAI) and chairman of the Indian Aviation Fire Safety Specialist Group (IAFSSG), states in his analysis that the crash site spanned 200m.

"Enforcement of a 3km buffer around airports has been lax in Ahmedabad due to rapid urban expansion," his report highlights, adding, "The proximity of residential buildings to the flight path amplified ground casualties and complicated emergency response."

The disaster prompted the ministry of urban development to order a review of zoning violations, which could have potential implications for other Indian airports.

Guidelines for airport development specify different rules for new airports and for expansion of exist-

ing ones. For the new airports, a buffer area of 6-8sq km — where residential construction is not permitted — is recommended. For existing airports, it is recommended for city planners to disallow residential areas, hospitals and schools from being laid out within a certain area of the aerodrome.

The Urban and Regional Development Plans Formulation and Implementation (URDPFI) guidelines, which most urban plans refer to as a basis for allocating land use, based on population and consequent infrastructure demands, recommend a buffer zone of 20km radius around an airport. This zone must have very low development, and not contain things like wildlife sanctuaries/zoo/bird sanctuaries.

### 'Escaping' Enclosures

India's cities are growing at an unpredictable rate. Ahmedabad and Pune are expanding rapidly, while Surat and Ghazalabad are among the fastest growing in the world.

Utpal Sharma, chair professor at Nirma University's Institute of Architecture and Planning, who has worked extensively on housing policies and urban design guidelines, says many airports — such as the ones in Mumbai, Ahmedabad and Delhi — were built on the outskirts,

long before the urban sprawl around them grew. "We did not anticipate this growth," he says.

While it is too late to move things around existing airports, cities like Mumbai and Delhi are shifting new air operations outside their limits. Ahmedabad, too, is considering a move to Dholera, offering planners a chance to guide development appropriately. P.L. Sharma, a city planning expert, says maintaining a 20-40km green buffer around existing airports is "impossible" and riddled with enforcement challenges.

Dipak Patel, president, CREDAI-Gujarat, feels the question of illegal constructions does not arise. "No building can come up near airports without AAI's permission", he says, adding builders must get permissions from local authorities anyway.

### The Funnel Formula

The 'airport funnel' is a designated corridor that aircraft follow during take-offs and landings, and forms a critical component of air safety that must remain clear of all obstructions. "If these funnels are 'punctured' by objects (such as buildings or other constructions), they may pose a threat to aircraft during landing or take-off," explains P.L. Sharma, adding that the funnel area extends up to 22km. This regulatory

provision has been in place for over 30 years and is enforced by the civil aviation department.

According to him, in Surat (39th in enclosure index rankings), there were around 20 buildings puncturing the funnel in 2015. "They are still there. In Bhavnagar, there is no mechanism to measure the airport reference point to know which building is puncturing the funnel," he says. Authorities don't think about disasters, so they control the flight path with height restrictions — the minimum thing to do under development pressure, according to experts.

P.L. Sharma says sparse development and changes in land use are part of the solution. "In Vadodara, the surrounding zone was converted into an industrial area," he says.

"Currently, buildings around the upcoming airport in Panvel have been granted a height of over 150m," says Mumbai architect Laxmi Bhagwat. "This forces us to think — were the rules laid earlier incorrect, or whether amendments made to them have failed to accommodate a larger picture."

This is particularly important, as India envisions 50 new airports for enhanced connectivity economic expansion and ease of living. "Hence, safety around airports must be given importance, especially

when most air disasters take place during take-offs and landings," adds Bhagwat, calling for involvement of urban planning experts and architects, along with aviation experts, in drafting development policies.

As population density grows, and with the wave of redevelopment, residents of Mumbai's Vile Parle are seeking increase in permissible heights over and above the prescribed height by civil aviation authorities due to lack of awareness of the impacts of living around an airport.

### Preventing Disasters

So, will we go back to being complacent? Will the Ahmedabad disaster and the risk to lives on the ground be forgotten?

"We tolerate until things come down," says Utpal. "Some large cities are still thinking small when they need hard measures. What we are doing instead is trying to control things by regularising haphazard development. City planners shy away from raising issues before govt, and offering options."

Gujarat has been planning a greenfield airport at Dholera, which will become the new Ahmedabad airport. "But that will take time, and hence the current airport is being expanded," says P.L. Sharma.

But Amitabh Pawde, a former AAI engineer who was posted in Ahmedabad and Guwahati, among other airports, says air safety cannot be assured in piecemeal expansion. "This is not how international airports are developed. Every aspect should be factored in, including future growth and projections, and land acquisition for parallel runways. All this is not possible at Ahmedabad airport. The only alternative is to shift it," says Pawde.

He also underlines a very critical factor to air safety: how hot a city is. "Where the temperature is high, the air becomes rare, making maintaining thrust difficult for an aircraft when taking off."

### Metropolitan Solution

But an aviation industry source says it's impossible to have airports without population around them. Even if they are built away from the city, a satellite population will develop. "Air accidents are one in a million," he says, requesting anonymity. "This study's model will not be of help in urban planning. There always needs to be a compromise between connectivity and people on the ground."

Another stark reality is that a large part of such populations is poor. A prime example of that is

Mumbai's Dharavi slums, which sprawl adjacent to both airport terminals. "Low-cost house owners are unaware of the risk they are living under," says P.L. Sharma. "You can't expect them to be aware of the rules on planned development, when their real need is a roof above their head."

If disaster strikes, compensation does not cover long-term impact on lives. "Rehabilitating themselves and resuming livelihoods become difficult processes for such groups, especially if the physical competencies of injured survivors have been affected," says a civic official.

Planning should happen at the metropolitan region level, not just at the municipal level, says Utpal. The 74th Constitutional Amend-

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ment mandates Metropolitan Planning Committees (MPCs) for regions with populations over 10 lakh to prepare development plans.

Cities like Mumbai, Bengaluru, Chennai, Delhi and Hyderabad have already defined such regional boundaries.

With growing urban populations, coordinated planning becomes essential. For example, new airports are often built far from city centres and paired with convention centres, hotels and real estate to ensure financial viability — as seen in Delhi's Aerocity. While it may be impossible to keep people away from these hubs, planned development can prevent unregulated sprawl.

(Inputs from Parag Dave)

# Cities & Airports: Too Close For Comfort

A study puts eight Indian airports among the world's top 50 most enclosed by urban sprawls. Mumbai tops the list, while Ahmedabad — which saw one of India's worst aviation disasters last month — ranks 12th

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long before the urban sprawl around them grew. "We did not anticipate this growth," he says.

While it is too late to move things around existing airports, cities like Mumbai and Delhi are shifting new air operations outside their limits. Ahmedabad, too, is considering a move to Dholera, offering planners a chance to guide development appropriately. P.L. Sharma, a city planning expert, says maintaining a 20-40km green buffer around existing airports is "impossible" and riddled with enforcement challenges.

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provision has been in place for over 30 years and is enforced by the civil aviation department.

According to him, in Surat (38th in enclosure index rankings), there were around 20 buildings puncturing the funnel in 2016. "They are still there. In Bhavnagar, there is no mechanism to measure the airport reference point to know which building is puncturing the funnel," he says. Authorities don't think about disasters, so they control the flight path with height restrictions — the minimum thing to do under development pressure, according to experts.

P.L. Sharma says sparse development and changes in land use are part of the solution. "In Vadodra, the surrounding zone was converted into an industrial area," he says.

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This is particularly important, as India envisions 50 new airports for enhanced connectivity, economic expansion and ease of living. "Hence, safety around airports must be given importance, especially

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Gujarat has been planning a greenfield airport at Dhokera, which will become the new Ahmedabad airport. "But that will take time, and hence the current airport is being expanded," says P.L.Sharma.

But Amitabh Pawde, a former AAI engineer who was posted in Ahmedabad and Guwahati, among other airports, says air safety cannot be assured in piecemeal expansion. "This is not how international airports are developed. Every aspect should be factored in, including future growth and projections, and land acquisition for parallel runways. All this is not possible at Ahmedabad airport. The only alternative is to shift it," says Pawde.

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But an aviation industry source says it's impossible to have airports without population around them. Even if they are built away from the city, a satellite population will develop. "Air accidents are one in a million," he says, requesting anonymity. "This study's model will not be of help in urban planning. There always needs to be a compromise between connectivity and people on the ground."

Another stark reality is that a large part of such populations is poor. A prime example of that is

Mumbai's Dharavi slums, which sprawl adjacent to both airport terminals. "Low-cost house owners are unaware of the risk they are living under," says P.L.Sharma. "You can't expect them to be aware of the rules on planned development, when their real need is a roof above their head."

If disaster strikes, compensation does not cover long-term impact on lives. "Rehabilitating themselves and resuming livelihoods become processes for such groups, especially if the physical competencies of injured survivors have been affected," says a city official.

Planning should happen at the metropolitan region level, not just at the municipal level, says Utpal. The 74th Constitutional Amend-

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ment mandates Metropolitan Planning Committees (MPCs) for regions with populations over 10 lakh to prepare development plans.

Cities like Mumbai, Bengaluru, Chennai, Delhi and Hyderabad have already defined such regional boundaries.

With growing urban populations, coordinated planning becomes essential. For example, new airports are often built far from city centres and paired with convention centres, hotels and real estate to ensure financial viability — as seen in Delhi's Aerocity. While it may be impossible to keep people away from these hubs, planned development can prevent unregulated sprawl.

(Inputs from Parag Dave)

## In Delhi, CM seeks funds for industrial corridor

Roushan.Ali@timesofindia.com

**Hyderabad:** Chief minister A Revanth Reddy Tuesday met Union ministers JP Nadda and Piyush Goyal in New Delhi and put forth the state's demands, including timely supply of urea during the crop season, funds for Mamnoon airport in Warangal and sanctioning of Hyderabad-Bengaluru Industrial Corridor as an Aero-Defence corridor.

In his meeting with commerce and industry minister Piyush Goyal in the evening, the CM sought central support for development of Zaheerabad Industrial Smart City. He urged him to ensure immediate release of Rs 596.61 crore approved by National Industrial Corridor Development and Implementation Trust (NIC-



CM A Revanth Reddy with Union minister JP Nadda in New Delhi

DIT) for the development of Smart City. Revanth wanted the Centre to provide financial assistance to develop infrastructure, mainly water and power supply network, required for the Smart City.

► Continued on P5

## CM seeks funds for Mamnoon airport



Telangana Chief Minister Revanth Reddy meets Union minister of commerce and industry Piyush Goyal, in New Delhi on Tuesday

► From P1

The chief minister explained the importance of Hyderabad-Warangal corridor to Goyal and requested central funds for speedy completion of Mamnoon airport.

"The feasibility study of the Hyderabad-Vijayawada Industrial Corridor is in progress. The state govt has already set up a dedicated defence and aerospace park with state-of-the-art infrastructure in Adibatla. The Centre should sanction the Hyderabad-Bengaluru Industrial Corridor as an Aero-Defence corridor. The state govt has also proposed the development of 100 plug-and-play industrial parks which are ready for investments," the CM

told Goyal. Earlier in the day, the CM met fertilisers and chemicals minister Nadda and urged him to supply urea allocated to Telangana in time during the crop season.

Revanth brought to Nadda's notice that only 3.97 lakh metric tonnes of urea was supplied between April and June to Telangana against the requirement of 5 lakh metric tonnes in the Kharif season.

"As much as 63,000 metric tonnes of domestically produced urea and 97,000 metric tonnes of imported urea were to be supplied to the state for July. But the Centre supplied only 29,000 metric tonnes of urea. Enhance the quota of domestically produced urea for Telangana," the CM told Nadda.

# Cities & Airports: Too Close For Comfort

A study puts eight Indian airports among the world's top 50 most enclosed by urban sprawls. Mumbai tops the list, while Ahmedabad — which saw one of India's worst aviation disasters last month — ranks 12th

Soumya.Arya@timesofindia.com

New Laxminagar in Ahmedabad's Meghaninagar area is a colony for the urban poor, with 600 flats packed into 11 blocks. The terrace of Block F offers a chilling perspective on how close its 2,000-odd residents were from where AI's flight 171 exploded into a fireball moments after take-off on June 12: just 250 metres. Also dangerously close is the Civil Hospital campus and a sea of settlements.

"It could have been us," says Ila, a Laxminagar resident, pointing to the charred hostel and mess buildings on the BJ Medical College campus. Her eyes shift left, to an aircraft taking off from the runway, just over 2km away. As it thunders past Block F, the 50-year-old shudders. A few lanes away, Rajesh Dantani (55), who runs a small grocery store near the Gujarat Housing Board colony, points to the spot behind his shop where the plane crashed — it's a stone's throw.

Like Ila and him, tens of thousands of people on the periphery of Ahmedabad airport live in the shadow of danger, as highlighted by a 2022 study, 'You're Surrounded! Measuring the Enclosure of Airports in Urban Areas', by Belgian researchers Tais Grippa & Frédéric Dobruszkes. Published in The Professional Geographer, the study maps how 'enclosed' the world's important airports are within urban centres of various densities.

## Urban Enclosures

Each airport is a specific case, based on — among other factors — air traffic volumes, fleets, runway use, airport procedures, climb profiles and weather. The index, calculated within a 15km radius, puts eight Indian airports in the top 50. Mumbai's Chhatrapati Shivaji Maharaj International Airport, with an enclosure index of 21.82,819, leads the global list covering 345 airports.

The enclosure index measures how densely populated an airport's surroundings are, with people living closer to the airport weighted more heavily, since aviation impacts like noise and pollution decrease with distance. Ahmedabad, which witnessed the worst aviation disaster in Indian history, is ranked 12th globally with an enclosure index of 10,82,503. This heightens the threat



to lives on ground, even if a plane dropping from the sky is rare.

"Unusually, on that day, this flight failed to maintain its glide angle over Block F," says Ila. "Which is why, probably, people of this colony and the several thousands more living in hundreds of societies around the airport periphery escaped death, personal tragedies and loss of property."

## Safety Standards

Subhash Kumar, former general manager (fire service & fire training) at Airports Authority of India (AAI) and chairman of the Indian Aviation Fire Safety Specialist Group (IAFSSG), states in his analysis that the crash site spanned 200m. "Enforcement of a 3km buffer around airports has been lax in Ahmedabad due to rapid urban expansion," his report highlights, adding, "The proximity of residential buildings to the flight path amplified ground casualties and complicated emergency response."

The disaster prompted the ministry of urban development to order a review of zoning violations, which could have potential implications for other Indian airports.

Guidelines for airport development specify different rules for new airports and for expansion of exist-

ing ones. For the new airports, a buffer area of 6-8sq km — where residential construction is not permitted — is recommended. For existing airports, it is recommended for city planners to disallow residential areas, hospitals and schools from being laid out within a certain area of the aerodrome.

"The Urban and Regional Development Plans Formulation and Implementation (URDPFI) guidelines, which most urban plans refer to as a basis for allocating land use, based on population and consequent infrastructure demands, recommend a buffer zone of 20km radius around an airport. This zone must have very low development, and not contain things like wildlife sanctuaries/zoos/bird sanctuaries."

## 'Escaping' Enclosures

India's cities are growing at an unpredictable rate. Ahmedabad and Pune are expanding rapidly, while Surat and Ghaziabad are among the fastest growing in the world.

Utpal Sharma, chair professor at Nirma University's Institute of Architecture and Planning, who has worked extensively on housing policies and urban design guidelines, says many airports — such as the ones in Mumbai, Ahmedabad and Delhi — were built on the outskirts,

long before the urban sprawl around them grew. "We did not anticipate this growth," he says.

While it is too late to move things around existing airports, cities like Mumbai and Delhi are shifting new air operations outside their limits. Ahmedabad, too, is considering a move to Dholera, offering planners a chance to guide development appropriately. P.L. Sharma, a city planning expert, says maintaining a 20-40km green buffer around existing airports is "impossible" and riddled with enforcement challenges.

Dipak Patel, president, CREDAI-Gujarat, feels the question of illegal constructions does not arise. "No building can come up near airports without AAI's permission," he says, adding builders must get permissions from local authorities anyway.

## The Funnel Formula

The 'airport funnel' is a designated corridor that aircraft follow during take-offs and landings, and forms a critical component of air safety that must remain clear of all obstructions. "If these funnels are 'punctured' by objects (such as buildings or other constructions), they may pose a threat to aircraft during landing or take-off," explains P.L. Sharma, adding that the funnel area extends up to 22km. This regulatory

provision has been in place for over 30 years and is enforced by the civil aviation department.

According to him, in Surat (38th in enclosure index rankings), there were around 20 buildings puncturing the funnel in 2018. "They are still there. In Bhavnagar, there is no mechanism to measure the airport reference point to know which building is puncturing the funnel," he says. Authorities don't think about disasters, so they control the flight path with height restrictions — the minimum thing to do under development pressure, according to experts.

P.L. Sharma says sparse development and changes in land use are part of the solution. "In Vadodra, the surrounding zone was converted into an industrial area," he says.

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This is particularly important, as India envisions 50 new airports for enhanced connectivity, economic expansion and ease of living. "Hence, safety around airports must be given importance, especially

when most air disasters take place during take-offs and landings," adds Bhagwat, calling for involvement of urban planning experts and architects, along with aviation experts, in drafting development policies.

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(Inputs from Parag Dave)



# Corporate Communications Directorate

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THE ASIAN AGE

DELHI

9 JULY 2025

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## **IGI emerges as world's 9th busiest airport**

New Delhi, July 8: The Delhi airport has been ranked the world's 9th busiest airport, handling more than 7.7 crore passengers in 2024, a report released on Tuesday said. Airports council international's list of the world's 20 busiest airports is topped by the Atlanta airport in the US, which processed 10,80,67,766 passengers, followed by the Dubai airport (9,23,31,506 passengers) and Dallas/Fort Worth airport in the US (8,78,17,864 passengers) at the second and third spots, respectively.

"Global passenger traffic hit a new high in 2024, surpassing 9.4 billion travellers — up 8.4 per cent from 2023 and 2.7 per cent above pre-pandemic levels (2019)... The top 20 airports alone processed 1.54 billion passengers, capturing 16 per cent of global traffic," the release said.

In 2024, the Indira Gandhi International Airport improved its ranking to the 9th position from 10th in 2023. — PTI



# Corporate Communications Directorate

BUSINESS LINE

DELHI

10 JULY 2025

## Land acquisition for Parandur airport starts, 17 acres registered on day 1

**Our Bureau**

Chennai

Paving the way for the green-field airport at Parandur near Chennai, the process of land registration for transfer of land to the Tamil Nadu Industrial Development Corporation (TIDCO) started on Wednesday.

On the first day, 17.52 acres were registered for a value of ₹9.22 crore, according to a release from the Kancheepuram District Collectorate Office.

### **DIRECT TALKS**

The release said that 19 land title holders from five villages — Parandur, Podavur, Nelvai, Vallathur and Akkamapuram — participated in the direct talks chaired by the District Collector and agreed to transfer land. Steps have been taken



to pay compensation to the land owners' bank accounts on Wednesday.

In October 2023, the State government issued an administrative sanction for acquisition of 1,527.32 hectares (3,774 acres) of patta lands for industrial purposes and alienation of 798 hectares (1,972 acres) of government lands in Sriperum-

budur and Kancheepuram taluks of the Kancheepuram district for developing the airport.

As per the resettlement package, each affected family that is displaced from the land acquired will be given an eligible site based on the extent of their existing house and a construction house of an area of 400 sq ft, stated a Government Order issued on June 25.

### **RESETTLEMENT DEAL**

The affected families were given the choice of annuity or employment, one time resettlement allowance, transportation cost, cattle shed/petty shop cost, one time grant to artisan, small traders, livelihood, stamp duty, registration fee and provisions (like commercial shop) for vulnerable section (differently-abled individual and widows), the order said.

# Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

9 JULY 2025

## Delhi airport emerges as world's 9th busiest airport in 2024: ACI

TDG NETWORK  
NEW DELHI

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## Corporate Communications Directorate

DECCAN HERALD

BANGALORE

9 JULY 2025

### **Airport to host 'Kalaloka', a stall dedicated to Karnataka**

► **BENGALURU, DHNS:**

'Kalaloka', a stall showcasing Karnataka's heritage, will be inaugurated at the Kempegowda International Airport (KIA) in September. This was announced by Large and Medium Industries Minister MB Patil.

The stall, located at the airport's Terminal 2, will sell popular products from across the state, including 28 Geographical Indication-tagged items such as coffee, Mysuru Silk, KSDL's Sandal Soap, Lidkar products, handicrafts, and

handwoven goods.

Chief Minister Siddaramaiah is expected to inaugurate the 130-sqm stall. Airport authorities have offered the space at a 50% rent concession, Patil said.

A similar outlet is planned at the International Lounge, with tenders to be invited soon.

Patil shared these details after a progress review meeting with senior officials of the Visvesvaraya Trade Promotion Centre (VTPC) and the Department of Industries and Commerce.

# OLS survey for Hosur airport done; TN to decide on location within month

**Prima facie, the report indicates that both shortlisted sites are suitable: Source**

▼  
**E T B SIVAPRIYAN**  
CHENNAI, DHNS

An Obstacle Limitation Surface (OLS) survey, commissioned by the Tamil Nadu government to assess the airspace in the Krishnagiri region controlled by the Ministry of Defence, is believed to have concluded that both shortlisted sites are suitable to house the exclusive airport planned for Hosur.

The report, which will be formally submitted to the government in a few days, provides a detailed analysis of the pros and cons of both locations—villages near the private airport owned by Taneja Aerospace and Aviation Limited (TAAL) in Belagondapalli, and a site

north of Shoolagiri near Hosur – if the airport were to be established there.

Sources familiar with the matter told *DH* that the state government will hold a series of meetings over the next couple of weeks before presenting the matter to Chief Minister M K Stalin for a final decision on the location of the Hosur airport, which is expected in a month's time.

The OLS survey assessed the airspace at the shortlisted sites and since the entire airspace in the region is controlled by the Ministry of Defence.

“Prima facie, the report indicates that both sites are suitable. “The government will thoroughly review the study before deciding on the location,” the source added.

“There are slight variations, and both locations have their pros and cons. The final decision on the location will be left to the government, which will zero in on the best site for the airport,” the source said.

Another source mentioned that both shortlisted locations are close to the proposed sec-

tion of the Bengaluru Satellite Town Ring Road (STRR) in Tamil Nadu, which is being constructed by the National Highways Authority of India (NHAI). The road will bring Hosur closer to Bengaluru and other towns. The source also added that the Krishnagiri district administration will begin the land acquisition process once the location is finalized. Both sites have been cleared by the Airports Authority of India as suitable for building the greenfield airport.

The OLS survey covers a radius of up to 20 km from the proposed runway's reference point and uses modern equipment to measure the height and location of obstacles. Both proposed sites are near sensitive defence-controlled airspace, as Bengaluru is home to Hindustan Aeronautics Limited.

*DH* had reported on May 7 that the Tamil Nadu government has already written to the Defence Ministry seeking permission for relaxation of the airspace in Hosur for commercial operations.

## Corporate Communications Directorate

DAINIK JAGRAN

DELHI

10 JULY 2025

### सितंबर तक पूरा हो जाएगा नोएडा एयरपोर्ट का काम



बैठक करते डीएम मनीष कुमार वर्मा • सी. सृष्टि विभागा

जागरण संवाददाता, ग्रेटर नोएडा: नोएडा इंटरनेशनल एयरपोर्ट का काम सितंबर में पूरा हो जाएगा। योडा एवं नोएडा इंटरनेशनल एयरपोर्ट लि. (नियाल) के सीईओ राकेश कुमार सिंह ने बुधवार को एयरपोर्ट का दौरा कर निर्माण कार्य का निरीक्षण किया। वहीं जिलाधिकारी मनीष कुमार वर्मा ने एयरपोर्ट परिसर में एयरपोर्ट पर्यावरण समिति की समीक्षा बैठक कर बिना अनापत्ति 10 किमी दायरे में हुए निर्माण के खिलाफ कार्रवाई के निर्देश दिए। विमानों की सुरक्षा के मद्देनजर आधा नियंत्रण समिति गठन की प्रक्रिया शुरू की गई।

योडा एवं नियाल सीईओ राकेश कुमार सिंह ने एयरपोर्ट परिसर में टर्मिनल बिल्डिंग के कार्य का निरीक्षण किया। उन्होंने रनवे, एटीसी टावर के अलावा एसटीपी,

वाटर ट्रीटमेंट प्लांट समेत अन्य कार्यों को जायजा लिया। सीईओ ने बताया कि सितंबर तक सभी कार्य पूरे हो जाएंगे। एसटीपी व वाटर ट्रीटमेंट प्लांट का कार्य तकरीबन पूरा हो गया है। जुलाई तक मशीन साइट पर पहुंच जाएंगी। सीईओ के साथ नोडल अफसर शैलेंद्र भाटिया भी थे। वहीं एयरपोर्ट परिसर में पर्यावरण प्रबंधन समिति की दूसरी बैठक में यमुना इंटरनेशनल एयरपोर्ट प्रा. लि. की सीओओ किरण जैन प्रस्तुतिकरण के माध्यम से एयरपोर्ट के 10 किलोमीटर के दायरे में पर्यावरणीय परिस्थितियों और विमान संचालन से जुड़े खतरों से अवगत करते हुए कहा कि इस क्षेत्र में पक्षियों और जानवरों की उपस्थिति विमान सुरक्षा के लिए गंभीर चुनौती बन सकती है, जिसे नियंत्रित करना आवश्यक है।



# Corporate Communications Directorate

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THE MORNING STANDARD

DELHI

10 JULY 2025

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## Man held from IGI Airport for posing as a cop

**EXPRESS NEWS SERVICE** @New Delhi

A 23-year-old man was arrested from IGI Airport on Monday for allegedly impersonating a Delhi Police sub-inspector to impress and deceive women, including staffers of the Delhi police.

The CISF intercepted the man, identified as Sahil Kumar from Rajasthan's Alwar district, around 3.30 pm during routine profiling. He was wearing a T-shirt with the Delhi Police logo and carrying a forged ID card, Additional Commissioner of Police (IGI Airport) Usha Rangnani said.

During questioning, Sahil failed to provide any credible details about his posting.

He later admitted he was a student preparing for competitive exams and had no government job. He told police he had impersonated a 2024-batch Delhi Police SI to deceive multiple women, including staffers from the force, and had come to the airport to meet one of them.

One Delhi Police staffer confirmed he had contacted her on social media posing as a police officer. Police recovered a fake ID card, forged appointment letter, documents, and a mobile phone with photos of him in uniform. He claimed he created the documents using Photoshop and bought the uniform from Delhi's Camp area, Rangnani said. Further probe is on.



# Corporate Communications Directorate

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THE TIMES OF INDIA

BANGALORE

9 JULY 2025

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## **KIA gets second hoax bomb threat by email**

**Bengaluru:** Before police could make any breakthrough in previous bomb threat cases, another one by email was received at Kempegowda International Airport Sunday.

Deputy terminal manager, terminal 2, Ruban Rajamannar, in his complaint with KIA police, said the email was received around 8.48am, sent by Imam Hussain Ali (imam\_husain\_ali@outlook.com) to T2 manager's email ID (t2manager@bialairport.com). The email contained claims about explosives being planted on the airport premises and made allegations regarding exploitation of minor girls by politicians and journalists in Tamil Nadu, the complaint read.

After the bomb threat assessment committee (BTAC) protocol, officials declared the email a hoax. **TNN**



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

10 JULY 2025

## 23-year-old held at IGIA for posing as cop to dupe women

TIMES NEWS NETWORK

**New Delhi:** A 23-year-old man was arrested at IGI Airport for impersonating a sub-inspector of Delhi Police, allegedly to deceive and befriend women, including staffers of the force. The accused, Sahil Kumar, was found in possession of forged police documents and fake identification.

According to police, the incident unfolded on July 7 at 3.30 pm, when the Central Industrial Security Force intercepted a suspicious individual during routine profiling operations at Terminal-3's departure forecourt. "The man, identified as Sahil Kumar, was wearing a white T-shirt with the Delhi Police logo. Upon questioning, Kumar was unable to provide any credible explanation about his alleged posting with Delhi Police," additional commissioner of police, IGIA, Usha Rangnani said.

"His Delhi Police identity card raised suspicion and was found to be forged. CISF personnel filed a formal complaint with IGI Airport Police Station, leading to the registration of

a case under sections of the Bharatiya Nyaya Sanhita," the senior police officer added. During interrogation, Kumar failed to produce any valid credentials and confessed to impersonating a police officer.

A fake police ID card (marked as PSI), a forged appointment letter, a handbag containing blank case diaries, a page with Delhi Police Academy stamp marks, and a mobile phone with photos of him in uniform were recovered.

"Investigating officers found that Kumar, who has completed Class XII and currently resides with relatives in Rohini, used his forged identity to befriend women, some of whom were working with Delhi Police, by pretending to be a 2024-batch sub-inspector posted at IGI Airport. One such woman confirmed that she had been contacted by the accused on social media," a senior police officer said.

"The accused admitted he created the fake documents using editing software and purchased the police uniform from the Camp area in Delhi," the officer added.

## In Delhi, CM seeks funds for industrial corridor

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**Hyderabad:** Chief minister A Revanth Reddy Tuesday met Union ministers JP Nadda and Piyush Goyal in New Delhi and put forth the state's demands, including timely supply of urea during the crop season, funds for Mamnoon airport in Warangal and sanctioning of Hyderabad-Bengaluru Industrial Corridor as an Aero-Defence corridor.

In his meeting with commerce and industry minister Piyush Goyal in the evening, the CM sought central support for development of Zaheerabad Industrial Smart City. He urged him to ensure immediate release of Rs 596.61 crore approved by National Industrial Corridor Development and Implementation Trust (NIC-



CM A Revanth Reddy with Union minister JP Nadda in New Delhi

DIT) for the development of Smart City. Revanth wanted the Centre to provide financial assistance to develop infrastructure, mainly water and power supply network, required for the Smart City.

► Continued on P5

## CM seeks funds for Mamnoon airport



Telangana Chief Minister Revanth Reddy meets Union minister of commerce and industry Piyush Goyal, in New Delhi on Tuesday

► From P1

The chief minister explained the importance of Hyderabad-Warangal corridor to Goyal and requested central funds for speedy completion of Mamnoon airport.

"The feasibility study of the Hyderabad-Vijayawada Industrial Corridor is in progress. The state govt has already set up a dedicated defence and aerospace park with state-of-the-art infrastructure in Adibatla. The Centre should sanction the Hyderabad-Bengaluru Industrial Corridor as an Aero-Defence corridor. The state govt has also proposed the development of 100 plug-and-play industrial parks which are ready for investments," the CM

told Goyal. Earlier in the day, the CM met fertilisers and chemicals minister Nadda and urged him to supply urea allocated to Telangana in time during the crop season.

Revanth brought to Nadda's notice that only 3.07 lakh metric tonnes of urea was supplied between April and June to Telangana against the requirement of 5 lakh metric tonnes in the Kharif season.

"As much as 63,000 metric tonnes of domestically produced urea and 97,000 metric tonnes of imported urea were to be supplied to the state for July. But the Centre supplied only 29,000 metric tonnes of urea. Enhance the quota of domestically produced urea for Telangana," the CM told Nadda.

## Quality crashed: How greed grounded the Boeing dream



**ABHIJIT BHATTACHARYYA**  
LIFE MEMBER, AERONAUTICAL  
SOCIETY OF INDIA

**T**HE June 12, 2025 Air India (AI) flight 171 Boeing-787-800 Ahmedabad crash is the worst of the 13 major home-soil air disasters for an Indian carrier post 1947. The list tells its own story of regrettable flight safety failures.

**April 11, 1955** AI Super Constellation (Kashmir Princess) crashed, owing to a bomb blast, in the South China Sea, killing 16 of 19 aboard. **January 24, 1966** AI-101 Boeing-707 (Kanchenjunga) killed all 117 on board while preparing to land at Geneva. **May 31, 1973** Indian Airlines (IC)-440 Boeing-737-200 killed 48 while descending below the minimum decision height short of the Delhi runway 28.

**October 12, 1976** Mumbai-Chennai IC-171 French Sud Caravelle crashed while attempting an emergency landing 1,000 feet short of the same Mumbai runway 09 from where it had taken off three minutes earlier. All 95 persons perished. Mumbai again saw

the **January 1, 1978** AI 855 Boeing-747 crash within three minutes of takeoff from runway 27-09, killing all 213 on board. **June 17, 1982**, AI-403 Boeing-707 (Gauri Shankar) killed 17 out of 111 aboard and 24 on ground after the Mumbai runway 27-09 touchdown overshoot in heavy rain.

**October 19, 1988**, trying to land at Ahmedabad runway 23, IC-113 Boeing-737-200 undershot (meaning couldn't reach the concrete path), killing 125 of 130 aboard. Five passengers miraculously survived. **February 14, 1990** IC-605 Airbus-320-231 crashed while attempting to land at the Bangalore airport; 92 died and 54 survived. August 16, 1991, IC-257 Boeing-737-200 crashed on the Imphal airport approach. All 69 passengers and crew perished.

**April 26, 1993** IC-491 Boeing-737-200 crashed within seconds after takeoff from Aurangabad runway 09, colliding with a full truck load at the periphery of the airfield; 55 died and 57 survived. **May 22, 2010** AI Express 812 Boeing-737-800 made a failed landing at the Mangalore runway; 158 died and eight survived.

**August 7, 2020** AI Express 1344 Boeing-737-800 made a fatal landing at Kozhikode airport, resulting in 21 deaths, though 169 survived. And now comes the June 12 Boeing-787-800 disaster, killing 240 in plane and 35 on ground. Understandably, all the above mishaps constitute



**SAD REALITY:** Boeing no longer inspires confidence in most customers and civil carriers, insurers

inglorious chapters for public, passengers, press, politicians and personnel of the affected airlines. Today, however, the stakes are too high for Boeing, which is bound to go all out to try and prove that it's crashed 787-800 Dreamliner, which killed 275 people, is an excellent machine and that the mishap could be owing to anything or anyone except the manufacturer of the ill-fated aircraft. That is understandable because Boeing is in the pits, facing brutal criticism and penalty from the American system and it no longer inspires the desired level of confidence in most customers and carriers. From all accounts, Boeing civil aircraft units aren't in the best of health as too many grave allegations, substantiated and unsubstantiated, are floating around the globe. Regarding the Ahmedabad

mechanics and probity.

Ironically, the June 2025 Paris Air Show reveals the stark reality: Europe's Airbus received an order for 406 aircraft worth \$21 billion. Boeing got a firm order for 41 aircraft and four options.

How bad is that? The Boeing legacy of 'value-based management' turned into 'RONA' (return on net assets) when it took over McDonnell Douglas, a major American aerospace manufacturing corporation, on August 4, 1997. Boeing became a behemoth but its aura took a beating. The vertical descent from perfection to manufacturing mediocrity resulted in two 737 MAX crashes — the October 28, 2018 crash of Lion Air of Indonesia and the March 10, 2019 Ethiopian Airlines disaster, which together killed all of 346 aboard.

Today, there exist innumerable reports, documents and records of the US government and its safety agencies which reveal that despite manufacturing defects and shoddy finishing in Boeing MAX planes, the company bosses tried to play unethical by blaming the dead pilots of non-American origin and ground staff of Afro-Asian nations. Boeing continues to be smug in its body language, if not its utterances. There are enough indications in the media that give the eerie feeling that the Ahmedabad crash was wholly and solely owing to the cockpit crew (who cannot come back to

defend themselves) or ground maintenance staff.

Well, everything or anything is possible today. But the reality cannot be denied or disputed: the sublime quality of Boeing products is a thing of the past, as proved by the June 2025 Paris Air Show aeroplane orders. The quality-to-performance ratio has plummeted.

Contextually, let us, however, recall that there is one aircraft, Airbus-300, in the Indian sky which never killed a single passenger during its 26-year (1976-2002) service despite two machines being totally destroyed in accidents. September 29, 1986 Airbus-300 IC 571 on its Chennai runway takeoff, with 5 to 8 degree 'nose-up attitude', at 278 km per hour, aborted being airborne without killing a single of 196 persons on board.

Then, on November 15, 1993, Airbus-300 IC-440 made an emergency landing on an uneven field, 26 km short of the Trupati airport runway after running out of fuel. Miraculously, all 272 aboard survived. As an aviation-interested passenger, one has faced at least three 'situations' in Airbus-300, but that is the 'wonder of wonders', for which the haunting humming tune, 'Those were the days my friend', comes to mind, especially after seeing the deplorable decline of quality all around (to make money only) and the resulting spurt in/of aviation disasters.

Today, Boeing appears high on cash, profit, shareholder and investor bonus and low on quality, professionalism, impeccable mechanics and probity.



## Corporate Communications Directorate

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THE ASSAM TRIBUNE

GUWAHATI

9 JULY 2025

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# DGCA assures House panel of curbing airfare surge

NEW DELHI, July 8: Aviation regulator DGCA said on Tuesday it will put in place a mechanism to curb whopping surge in air ticket prices, recently witnessed during the Maha Kumbh and post-Pahalgam terror attack, as the issue coupled with concerns over air safety after the Ahmedabad plane crash dominated proceedings at a parliamentary panel meeting.

Air India CEO and MD Campbell Wilson told the committee his airline will complete retrofitting of its

fleet in two years to address frequent complaints about its seats and other facilities, and underscored its commitment to flight safety, sources said.

An Air India Boeing 787 Dreamliner carrying over 240 people had crashed moments after taking off from the Ahmedabad airport on June 12, killing all but one person aboard in one of the worst aviation disasters that has brought the issue of air safety into sharp focus.

When an official said the Directorate General of Civil

Aviation (DGCA) will be talking to airlines to have a consensus on developing a mechanism against it, a BJP member shot back wondering if the unfair practice will continue for want of consensus while some other MPs added that the aviation regulator has the remit to take action.

The DGCA said it will be putting guidelines in place to curb any unreasonable surge in prices, the sources said, and added that the regulator is likely to put a cap on prices for certain routes. – PTI



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# Corporate Communications Directorate

AMAR UJALA

DELHI

10 JULY 2025

## इंडिगो के विमान से टकराया पक्षी, पटना में आपात लैंडिंग

पटना। इंडिगो एयरलाइंस की पटना से बुधवार सुबह दिल्ली जा रही उड़ान से हवा में पक्षी टकरा गया। इससे विमान के इंजन में तकनीकी खराबी आ गई और उसे पटना लैंडिंग पड़ा। जयप्रकाश नारायण अंतरराष्ट्रीय हवाई अड्डे पर विमान की आपात लैंडिंग करवाई गई। विमान में सवार सभी 175 यात्री सुरक्षित हैं।

पटना हवाई अड्डे के अधिकारियों ने कहा, उड़ान 6ई-5009 के पायलट ने सुबह 8:42 बजे पटना से उड़ान भरने के बाद पक्षी के टकराने की सूचना दी, निरीक्षण के दौरान रनवे पर एक मृत पक्षी पाया गया। एप्रोच कंट्रोल यूनिट ने पायलट को इसकी सूचना दी। इसके बाद पायलट ने विमान के एक इंजन में तेज कंपन के कारण पटना वापस आने का अनुरोध किया। सुबह 9:03 बजे विमान ने सुरक्षित लैंडिंग की। इंडिगो के अफसरों ने बताया, उड़ान का निरीक्षण कर यात्रियों को उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की जाएगी। व्यूरो



# Corporate Communications Directorate

AMAR UJALA

DELHI

10 JULY 2025

## उड़ान प्रशिक्षण संस्थाओं के लिए डीजीसीए ने शुरू की रैंकिंग प्रणाली

नई दिल्ली। विमानन नियामक डीजीसीए ने देश में पायलट प्रशिक्षण गतिविधियों की गुणवत्ता और सुरक्षा में सुधार के लिए उड़ान प्रशिक्षण संगठनों के लिए रैंकिंग प्रणाली शुरू की है। यह रैंकिंग हर साल दो बार एक अक्टूबर और एक अप्रैल को प्रकाशित की जाएगी। डीजीसीए ने जारी पत्र में कहा कि रैंकिंग प्रणाली एक अक्टूबर से लागू की जाएगी।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने कहा कि यह पहल भारत में पायलट प्रशिक्षण की गुणवत्ता, सुरक्षा और दक्षता में सुधार लाने और प्रदर्शन-संचालित और पारदर्शी प्रशिक्षण पारिस्थितिकी तंत्र को बढ़ावा देने की उसकी निरंतर प्रतिबद्धता का हिस्सा है। नियामक ने कहा, एफटीओ को विभिन्न मानदंडों के आधार पर रैंकिंग दी जाएगी और यदि किसी एफटीओ का समग्र स्कोर 50 प्रतिशत से कम रहता है तो संबंधित इकाई को उनके प्रदर्शन में सुधार के लिए आत्म-विश्लेषण के लिए नोटिस दिया जाएगा। डीजीसीए ने कहा, रैंकिंग प्रणाली एक विश्वसनीय मार्गदर्शक के रूप में काम करेगी। एजेंसी



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BUSINESS LINE

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## IndiGo's venture capital fund raises ₹450 crore

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**Mumbai:** IndiGo Ventures, the airline's venture capital arm, picked up a stake in Hyderabad-based aviation start-up, Jeh Aerospace, for an undisclosed sum. The venture capital arm, launched last August following regulatory approvals, has closed its first fund-raise of ₹450 crore. The fund is focused on investing in early stage start-ups, and innovation in aviation. Jeh makes high precision aerospace and defence products, and within a year scaled to a 100-member team, delivered 100,000 flight critical components and precision tools, alongside securing \$100 m in long-term contracts. Founded by industry veterans Vishal Sanghavi and Venkatesh Mudragalla, Jeh will deploy the investment to scale its digital manufacturing infra. OUR BUREAU

# Corporate Communications Directorate

BUSINESS LINE

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10 JULY 2025

## Parliamentary panel raises concerns over delay in Air India crash report

### Our Bureau

New Delhi

A key parliamentary panel on Wednesday raised concern over delay in the release of the investigation report into the Air India crash, sources told *businessline*.

The Parliamentary Standing Committee on Transport, Tourism, and Culture held a comprehensive review of the overall aviation safety scenario.

Sources said senior officials from the Ministry of Civil Aviation (MoCA) and industry representatives were questioned.

The meeting was attended by the Civil Aviation Secretary and the Director General of DGCA, with the chief of the aviation regulator making a presentation before the committee. According to sources, committee members raised concerns over



**REVIEW UNDERWAY.** The Parliamentary Standing Committee on Transport, Tourism, and Culture held a comprehensive review of the overall aviation safety scenario.

delays by the Aircraft Accident Investigation Bureau (AAIB) in releasing the investigation report.

The AAIB is the designated authority for such investigations.

Besides, the committee had said that following the

aviation safety review, concerns were raised about the mandate of the AAIB. Members also questioned the MoCA over the formation of a new probe under the Home Secretary.

The committee wanted to know the members of the

AAIB investigating the Air India crash are and "what is their expertise in handling such investigations."

As of now, the investigation into the tragic Ahmedabad air crash is led by the Director General of AAIB. Members also questioned the absence of Boeing representatives at the meeting.

Sources pointed out that members were dissatisfied with Air India's responses.

### COCKPIT RECORDERS

Last month, in a status report, MoCA said the analysis of cockpit voice recorders (CVR) and flight data recorders (FDR) data is underway.

MoCA had said that following the accident, the AAIB initiated an investigation and constituted a multidisciplinary team on June 13, 2025, in line with prescribed norms.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

10 JULY 2025

## DGCA introduces ranking system for flying schools

**Aneesh Phadnis**  
Mumbai

Pilot training schools in the country will be ranked for efficiency and operations from October, the Directorate General of Civil Aviation (DGCA) said in a public notice on Tuesday.

The rankings, which will be based on aspects like safety, compliance, school performance and so on, will be published twice each year, and is a part of the regulator's move to improve training and bring standardisation.

Schools scoring more than 85 per cent will secure A++ rank while those getting between 70 to 85 per cent will receive A rank. Those with less than 50 per cent will get B rank and a notice from the DGCA for self analysis of their performance.

According to DGCA, the



ranking system will increase transparency and also hold the schools accountable for maintaining regulatory compliance and operational standards. It will also serve as a guidance for student pilots.

### RELIABLE GUIDE

Aspiring pilots and their families often struggle to identify credible FTOs. The DGCA notice states that the ranking system serves as a reliable guide, helping them choose institutions based on quality, safety, and training outcomes rather than mere

location or fees. Currently there are 38 flying training schools operating at 56 locations within the country.

In the ranking parameters, safety standards (number of accidents/incidents) will have a weightage of 20 per cent. School performance (average time taken for completion of 200 hours of flying, aircraft utilisation) will have another 20 per cent. The schools will also be graded for assistance they provide to students (scholarships, refund policies, placement assistance); this has a weightage of 10 per cent.

The training schools, however, are not pleased with DGCA move.

"The DGCA should focus on implementation of regulations instead of ranking schools. Any way DGCA audits schools, so why not publish those reports?" a head of flying training school asked.



# Corporate Communications Directorate

BUSINESS STANDARD

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10 JULY 2025

## विमान हादसे की रिपोर्ट इस सप्ताह सार्वजनिक

विमान दुर्घटना जांच ब्यूरो (एएआईबी) अहमदाबाद एअर इंडिया विमान हादसे से संबंधित अपनी शुरुआती जांच रिपोर्ट इस सप्ताह सार्वजनिक करेगा। ब्यूरो के अधिकारियों ने बुधवार को संसद की स्थायी समिति को यह जानकारी दी। सूत्रों ने बताया कि अभी रिपोर्ट को अंतिम रूप नहीं दिया जा सका है और जांच फिलहाल जारी है। बीते 12 जून को एअर इंडिया का विमान बोइंग 787 ड्रीमलाइन अहमदाबाद हवाई अड्डे से लंदन के लिए उड़ान भरने के कुछ देर बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में 250 से अधिक लोगों की मौत हो गई थी। सूत्रों ने बताया कि एएआईबी अधिकारियों ने परिवहन, पर्यटन और संस्कृति संबंधी समिति को बताया कि विमान का ब्लैक बॉक्स और वॉयस रिकॉर्डर सुरक्षित है तथा डेटा की जांच की जा रही है। भाषा



# Corporate Communications Directorate

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BUSINESS STANDARD

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10 JULY 2025

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## IndiGo Ventures raises ₹450 crore, invests in startup Jeh Aerospace

IndiGo Ventures, the corporate venture capital arm of domestic carrier IndiGo, on Monday announced the first close of its maiden fund at ₹450 crore. Besides, the firm also announced the first investment in Hyderabad-based aerospace startup Jeh Aerospace, without disclosing the amount. Jeh will deploy the investment to scale its advanced digital manufacturing infrastructure, enhance its AI-driven production optimisation and deep supply chain integration platforms, and attract engineering and production talent, it said.

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# Corporate Communications Directorate

BUSINESS STANDARD

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## Preliminary report on A-I crash may be released in 2 days: AAIB

**PRESS TRUST OF INDIA**

New Delhi, 9 July

The Aircraft Accident Investigation Bureau (AAIB) told a parliamentary committee on Wednesday that it will make public its preliminary report on the Ahmedabad plane crash in a couple of days, sources said.

AAIB Director General G V G Yugandhar told the panel that it will upload the report within 30 days of one of the worst aviation disasters in recent decades and the first crash involving a Boeing Dreamliner.

Concerns over aviation safety dominated the proceedings of the parliamentary committee headed by JD(U) MP Sanjay Kumar Jha, as over 97 representatives covering almost the entire gamut of the sector, including official agencies, airlines and other stakeholders, shared their views in the day-long meeting.

Air India's Boeing 787-8 aircraft operating

flight AI 171 en route to London Gatwick had crashed into a medical hostel complex soon after take-off from Ahmedabad on June 12, killing at least 260 people, including 241 persons aboard.

The sources also said that no preliminary report has been submitted by AAIB to the civil aviation ministry.

Under the International Civil Aviation Organization (ICAO) norms, AAIB can submit a preliminary report within 30 days of the accident to it.

Jha described the meeting as "very extensive and thorough", noting that every stakeholder participated in the discussion and answered queries of the panel's members.

Officials told that panel that this is the first time the black box of a crashed plane is being investigated in India, noting that they have shored up their technological know-how in recent times and are consulting foreign experts.

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

10 JULY 2025

## पटना से दिल्ली के लिए उड़ान भरते विमान से टकराया पक्षी

जासं, पटना: पटना एयरपोर्ट से बुधवार को उड़ान भरने के तुरंत बाद इंडिगो के विमान (पटना-दिल्ली) से एक पक्षी टकरा गया। पायलट ने विमान को वापस पटना में सुरक्षित लैंड करा लिया। विमान में छह क्रू मेंबर सहित 175 यात्री सवार थे। घटना के बाद डीजीसीए ने जांच के आदेश दिए हैं। विमान ने सुबह 8:42 बजे उड़ान भरी थी। 20 मिनट बाद 9:03 बजे विमान की सुरक्षित लैंडिंग कराई गई।

पक्षी के टकराने के बाद पायलट को इंजन में गड़बड़ी की आशंका महसूस हुई और काकपिट में तकनीकी खराबी का संकेत मिला। पायलट ने तुरंत इसकी सूचना एटीसी को दी और वापस लैंडिंग की अनुमति मांगी। आनन-फानन में रनवे खाली कराया गया और विमान को सुरक्षित उतार लिया गया। जांच में इंजन व रनवे पर पक्षी के अवशेष मिलने की बात सामने आई, इससे बर्ड हिट की पुष्टि हुई। विमान के ग्राउंडेड होने से यात्री सात घंटे से अधिक समय तक एयरपोर्ट पर प्रतीक्षा करते रहे। 165 में से कुछ यात्रियों को दिल्ली से कनेक्टिंग फ्लाइट्स थी, इस कारण उन्हें दूसरे विमानों से

- पायलट ने विमान को तुरंत सुरक्षित लैंड कराया, इंडिगो के विमान में छह क्रू मेंबर सहित 175 यात्री थे सवार
- इंजन व रनवे पर पक्षी के अवशेष मिलने पर हुई बर्ड हिट की पुष्टि

## एअर इंडिया का विमान आठ घंटे की देरी से दुबई रवाना

जासं, लखनऊ : एअर इंडिया का दुबई जाने वाला विमान बुधवार को लेट लतीफी का शिकार हो गया। लखनऊ से यह विमान तय समय से 8-30 घंटे की देरी से रवाना हुआ। इससे नाराज यात्रियों ने चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट पर हंगामा किया।

दिल्ली भेजा गया। 14 यात्रियों ने प्रतीक्षा लंबी होती देख टिकट रद्द करा लिए। कुछ यात्रियों के स्वजन एयरपोर्ट पहुंचे और विमानन कंपनी पर दबाव बनाया। पटना एयरपोर्ट के निदेशक कृष्ण कुमार नेहरा ने कहा कि उड़ान के बाद पायलट को इंजन में कंपन महसूस हुआ। उन्होंने विमान लौटाने की अनुमति मांगी, इसके बाद सुरक्षित लैंडिंग करा ली गई।



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

10 JULY 2025

## CIVIL AVIATION SAFETY REVIEW

# New Pilot Fatigue Rules by Nov; Air India Crash Report Likely Tomorrow

Jatin Takkar

**New Delhi:** A new mechanism to deal with pilot fatigue is expected to be ready by November, top officials of the civil aviation ministry informed a parliamentary panel. The government is also taking steps to address a staff shortage at the civil aviation regulator by October, they said.

During deliberations on air traffic control, officials informed the panel that in several Indian airports, one radar handles nearly 30 flights at a time compared with the norm of eight to 10 in many countries.

The Parliamentary Standing Committee on Transport, Tourism and Culture chaired by JD(U) MP Sanjay Jha held marathon meetings for over eight hours on Wednesday. As many as 97 representatives from the aviation ministry, regulators, airlines and airport operators appeared before the panel during the meeting to review safety in the civil aviation sector.

The Aircraft Accident Investigation Bureau informed the panel that it will make public its preliminary report on the Ahmedabad Air India plane crash, the first involving a Boeing Dreamliner, in a couple of days, sources said.

At the meeting, MPs across the party lines also expressed concerns over the maintenance of Air India flights, with many saying that the airline is still working in the old set-up, sources said. The previously state-run airline is now part of the Tata Group.

Jha described the meeting as "very extensive and thorough", noting that every stakeholder participated in the discussion and answered queries of the panel's members.

According to officials, this is the first

## DGCA to Rank Pilot Schools

**New Delhi:** Pilot training schools in India will now be ranked by the government to increase transparency for aspiring pilots.

The Directorate General of Civil Aviation (DGCA)'s action comes after several crashes and incidents involving flying training schools and trainer aircraft in recent years.

The civil aviation regulator has drawn up parameters, and weightage will be assigned to each of them. Some of the proposed parameters include safety standards, performance, compliance, student support, operations, and adherence to rules.

A notice issued by the DGCA on Tuesday said that the ranking will provide a comparative framework to assess the performance and quality of flying training organisations (FTOs) based on uniform and objective criteria, promoting standardisation in training quality across institutions. — **Arindam Majumder**

time the black box of a crashed plane is being investigated in India. The instruments collected from plane wreckage and parts will be shared with concerned OEMs (original equipment manufacturers), sources added.

The black box and voice recorder of the aircraft were intact.

The parliamentary panel is likely to table its report in Parliament in the session beginning July 21.



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## **IndiGo Ventures raises ₹450 cr, invests in startup**

INDIGO VENTURES, THE corporate venture capital arm of domestic carrier IndiGo, on Monday announced the first close of its maiden fund at ₹450 crore. It also announced the first investment in Hyderabad-based aerospace startup Jeh Aerospace.

## Passengers' lucky escape

IndiGo Indore-Raipur flight returns due to technical snag

**Our Staff Reporter**

**INDORE**

The passengers on board flight 6E-7295 Indore-Raipur became nervous after hearing about a technical fault on Tuesday morning. The pilot returned from 60 nautical miles away to Devi Ahilyabai Holkar Airport and ultimately, the flight with 60 passengers on board was cancelled.

To note, following the Ahmedabad plane crash, the airlines are more alert about technical faults in aircraft.

As per schedule, IndiGo's Indore-Raipur flight took off at 6:30 AM from the city airport, but a technical fault occurred half an hour later. The aircraft had covered more than half the journey, but instead of taking the



### State of panic

**A**round 30 minutes into the journey, approximately 100 kilometres away from the Indore airport, the aircraft reportedly experienced a sudden jolt, causing panic among passengers. Passengers were quoted in various reports recounting the moment the aircraft shook without warning and the panic thereafter.

risk, the pilot decided to return to the city airport and the aircraft landed here at 7:15 AM.

Official sources informed that after taking-off from the city airport for Raipur, the aircraft started showing alarm signs. The pilot immediately sought permission from ATC Indore

for landing and the plane landed at the city airport. The engineers of the IndiGo thoroughly checked the aircraft and found that it was a false alarm. However, owing to safety reasons, the airline cancelled the Indore-Raipur flight. The passengers were given the choice of getting a refund or rescheduling the journey.

# Fuel switch in focus of AI-171 probe: Report

Reuters

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**NEW DELHI:** A preliminary report into the deadly crash of an Air India jetliner in June is expected to be released by Friday, three sources with knowledge of the matter said, with one adding the probe had narrowed its focus to the movement of the plane's fuel control switches.

The London-bound Boeing 787 Dreamliner, which started losing height after reaching an altitude of 650 feet, crashed moments after takeoff from Ahmedabad, India, killing 241 of the 242 people on board and the rest on the ground.

The investigation into the Air India crash is focusing on the movement of the engine fuel control switches following an analysis of the 787's flight and voice data recorders, along with a simulation by Boeing of the aircraft's final moments, one of the sources said.

The investigation has not raised any immediate concerns over mechanical failure, the source said, and there has been no bulletin to airlines recommending changes to 787 operations.

Boeing declined to comment.

Aviation industry publication the Air Current first reported the focus on the fuel switches that help power the plane's two engines.

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The tail of the Air India aircraft that crashed in Ahmedabad being transported to the airport hangar. PTI FILE

## Initial crash report to be out this week, panel told

Neha LM Tripathi

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**NEW DELHI:** The preliminary investigation report into the Air India Flight 171 crash will be made available by the weekend, the Aircraft Accident Investigation Bureau (AAIB) informed a parliamentary committee on Wednesday.

AAIB director general GVG Yugandhar briefed the parliamentary standing committee on transport, tourism and culture during an eight-hour meeting,

confirming the investigation into the June 12 Boeing 787 crash was "on track" and would meet International Civil Aviation Organization (ICAO) requirements.

The crash in Ahmedabad killed 241 of the 242 people on board and another 19 on the ground.

No formal announcement has been made regarding the exact release date. MPs suggested providing greater autonomy to the DGCA while also discussing concerns about pilot fatigue and budget allocation. →P8

June 29, this year. While this was two days late for Delhi, it was nine days early for the rest of the country. The onset in the city saw 14mm rain in the 24 hours till 8:30 am on June 30. However, monsoon showers have mostly been subdued and scattered since then.

So far this month, Delhi has logged 19.6mm rain. Normally, the city sees 209.7mm for the entire month. Last year, 203.7mm was recorded in July.

On Wednesday, the maximum in the city stood at 35.6°C, which was a degree below normal. The minimum stood at 26.4°C, two degrees below normal. A drop in temperature is likely on Thursday, with the maximum expected to hover between 31-33°C and the minimum between 22-24°C, the IMD has said.

Meanwhile, Delhi's air quality was 'satisfactory' for the 14th straight day. The average air quality index (AQI) stood at 81 (satisfactory) at 4pm, an improvement from 98 (satisfactory) on Tuesday.

### FUEL SWITCH IN FOCUS

It was not clear what specific actions involving the fuel switches are being looked at by investigators.

Sources told the Air Current that the available information on the black boxes could not rule in or out improper, inadvertent or intentional actions that preceded or followed the apparent loss of thrust before the aircraft crashed.

US aviation safety expert John Cox said a pilot would not be able to accidentally move the fuel switches that feed the engines. "You can't bump them and they move," he said.

Cox added that if a switch was shut off, the effect would be almost immediate, cutting off engine power.

Most air crashes are caused by multiple factors. The investigation is focusing at least partly on engine thrust, Reuters reported last month.

While the report from Indian investigators could be made public on Friday, the three sources cautioned to Reuters that plans could change and there was no clarity on how much information would be available in the document, which comes about 30 days after the June 12 tragedy.

The sources spoke on condition of anonymity because they were not authorised to speak to

media. India's Aircraft Accident Investigation Bureau, which is leading the probe under international rules, did not respond immediately to a request for comment outside normal business hours.

### information release

The probe has been dogged by questions over lack of information, after investigators took about two weeks to download flight recorder data after the crash. The Indian government held only one press conference on the incident, and no questions were taken.

However, India reversed course on an earlier decision reported by Reuters to prevent a UN aviation investigator from joining the probe, two senior sources said.

A specialist from the UN's International Civil Aviation Organization (ICAO) was granted observer status, following an unusual request by the agency to offer its support.

ICAO declined to comment, adding in a statement that any public discussion of "cooperative arrangements," would require authorisation by the state. The crash is challenging the Tata Group's ambitious campaign to restore Air India's reputation and revamp its fleet, after taking the carrier over from the government in 2022.

India is banking on a boom in aviation to support wider development goals, with New Delhi saying it wants India to be a job-creating global aviation hub along the lines of Dubai, which currently handles much of the country's international traffic.

A panel of Indian lawmakers will review safety in the country's civil aviation sector and has invited several industry and government officials to answer questions on Wednesday, with topics set to include the recent plane crash.

### TWO PILOTS KILLED

The service has not yet released the names of the deceased pilots.

Locals who rushed to the scene found aircraft debris engulfed in flames across the agricultural field. Police teams from Rajaldesar and Ratangarh stations, along with fire brigades and ambulances, arrived at the scene and cordoned off the area.

Rajasthan Governor Haribhau Bagade, chief minister

# DGCA to rank FTOs based on safety, performance from Oct

**Neha LM Tripathi**

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**NEW DELHI:** The Directorate General of Civil Aviation (DGCA) has declared that it will rank the Flying Training Organisations (FTOs) based on safety standards of an FTO, its performance, compliance, assistance to students and operational aspects, with an aim to improve the safety and efficiency of pilot training in India. The ranking system will come into effect from October 1 this year.

Stating the need for ranking FTOs, the DGCA, in its public notice dated July 8, said that ranking provides a comparative framework to assess the performance and quality of FTOs based on uniform and objective criteria, which promotes standardisation in training quality across institutions.

"Ranking will be published bi-annually, preferably on 1st Oct and 1st April of every year. Categorisation of FTO ranking will be based on the following overall score achieved by individual FTO," the DGCA stated.

Stating the ranking system, it stated, FTOs with 85% and above will be rated as A+, 70% to less than 85% A+, less than



**The move comes with an aim to improve safety and efficiency of pilot training in India.** AP

70% to 50% A and those scoring below 50% will be rated as B.

"Category 'B' FTOs will receive a notice from DGCA for self-analysis towards improvement of their performance," the notice stated.

The DGCA also provided details on the basis of which the grades will be given. The notice by the regulator stated that 20% of the grade will depend on the 'safety standards' obeyed by an FTO. This will include the number of accidents in preceding 12 Months (weightage -18), number of incidents in preceding 12 Months (weightage -02) and non-reporting of any accident/incident which will attract five points for each case.

The 'operational aspect' of an FTO will have the maximum weightage of 40% and will include parameters such as yearly instructor-to-aircraft ratio, yearly student-to-instructor ratio, fleet-to-aircraft maintenance engineer ratio, fleet size (single and multi-engine aircraft), and availability of ground school and simulators. Also, 20% of an FTO's grade will be based on 'safety standards', factoring in accidents and penalties for non-reporting, while another 20% will be based on the FTO's performance.

The third aspect, 'compliance standards' of an FTO, will carry a 10% weightage. This includes the number of significant safety concerns (Level-1), observations raised during DGCA surveillance or inspections, and the number of breathalyser-positive cases in the preceding 12 months.

The final rating criterion will be the assistance provided to students, weighted at 10%. This includes the resolution of student grievances by the FTO, financial assistance or scholarships for cadets, trainee placement assistance in the aviation sector, and transparency in student payment and refund policies.

# First AI crash report this week, MPs told

Neha LM tripathi

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**NEW DELHI:** The preliminary investigation report into the Air India Flight 171 crash will be made available by the weekend, the Aircraft Accident Investigation Bureau (AAIB) informed a parliamentary committee on Wednesday.

AAIB director general GVG Yugandhar briefed the parliamentary standing committee on transport, tourism and culture during an eight-hour meeting, confirming the investigation into the June 12 Boeing 787 crash was “on track” and would meet International Civil Aviation Organization (ICAO) requirements.

The crash, which occurred moments after take-off from Ahmedabad, killed 241 of the 242 people on board and another 19 on the ground. No formal announcement has been made regarding the exact release date.

Under ICAO regulations, member states — India is one of them — are expected to submit preliminary reports within 30 days, though India as independent state may choose whether to strictly follow these guidelines.

According to people aware of the discussions on Wednesday, Yugandhar said the bureau had sought expertise from the US



**Wreckage of the AI flight that crashed in Gujarat last month.**

National Transportation Safety Board to decode the aircraft's flight data and voice recorders, with analysis being conducted at AAIB laboratory in New Delhi.

Members of the parliamentary committee on transport, tourism and culture received no clear answers about the probe's findings or what the preliminary report will contain, despite questioning during session chaired by JD(U) MP Sanjay Jha from 10am to 6pm, the person said.

The meeting brought together senior aviation figures including aviation secretary Samir Kumar Sinha, Air India CEO Campbell Wilson, Akasa Air CEO Vinay Dube, Air India Express CEO Alok Singh, IndiGo chief operating officer Isidro Porqueras, senior SpiceJet officials, Airports Authority of India chairman Vipin Kumar, Pawan Hans CMD Sanjeev Raz-

dan, and Airport Economic Regulator Authority chairman SKG Rahate.

While the agenda focused on overall civil aviation safety, officials said a large part of the meeting was spent raising questions about the crash.

Wilson assured the committee that Air India had paid most compensation claims to victims' families, and announced that the airline's parent company Tata Group is establishing a ₹500 crore trust to provide ongoing support for families. To be sure, no final compensation has been determined yet and the payments made are likely the interim of ₹25 lakh.

The session revealed gaps in India's aviation oversight, with officials acknowledging shortages in air traffic controllers, inadequate DGCA staffing, and insufficient maintenance, repair and overhaul (MRO) facilities.

“DGCA and ATC lack manpower. India also does not have sufficient MROs,” one official told the panel. The regulator also “confessed their budget was very less.” During discussions on pilot fatigue, the regulator said it will draw up new rules to tackle the problem. MPs suggested providing greater autonomy to the DGCA while also discussing concerns about pilot fatigue and budget allocation.

# Public Accounts Committee tells DGCA to hold a complete safety audit of all aircraft

**The Hindu Bureau**  
NEW DELHI

The Public Accounts Committee headed by senior Congress leader K.C. Venugopal sought a complete audit by the Directorate General of Civil Aviation (DGCA) on the safety status of all aircraft operating in the country.

This direction comes in the context of the recent crash of Air India's Ahmedabad-London flight killing 241 of the 242 passengers aboard. With the probe still on, there was no detailed discussion in the committee on the Ahme-



**Point of discussion:** The members also deliberated on 'arbitrary' surge in air ticket prices, according to sources. FILE PHOTO

dabad crash. The members confined themselves to broader concerns about safety, questioning the safety review procedures in the country.

Questions were raised on who certifies airworthi-

ness and the robustness of existing inspection systems.

Mr. Venugopal told reporters after the meeting that the committee members were all worried about safety issues, with

Nationalist Congress Party MP Praful Patel noting that every passenger wants to feel safe about the journey.

The members also deliberated on "arbitrary" surge in air ticket prices, and cited a host of examples, including the manifold hike of fares during the Maha Kumbh in Prayagraj, sources said.

When an official said the DGCA would be talking to airlines to have a consensus on developing a mechanism against price surges, a BJP member asked if the "unfair practice" would continue for want of consensus while some oth-

er MPs added that the aviation regulator has the remit to take action.

The DGCA said it would be putting guidelines in place to curb any unreasonable surge in prices, the sources said.

The committee raised concerns about discrepancies in user and tariff charges between AAI-operated and private airports. The members expressed dissatisfaction with the Airports Economic Regulatory Authority of India (AERA)'s explanation of its tariff calculation mechanism.

*(With PTI inputs)*



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# AAIB officials appear before House panel, say AI 171 report soon

DEEPTIMAN TIWARY  
& SUKALP SHARMA

NEW DELHI, JULY 9

THE AIRCRAFT Accident Investigation Bureau (AAIB) is learnt to have told a Parliamentary Standing Committee on Wednesday that it will make public its preliminary report on the June 12 Ahmedabad plane crash in a couple of days.

According to sources, the report is expected to provide the sequence of events before the accident that killed 260 people, a detailed description of the crash and the steps so far in the investigation, besides any notable findings that may have come to light.

The House panel, headed by JDU RS MP Sanjay Jha, held its scheduled meeting Wednesday with the agenda "to hear the Secretary, Ministry of Civil Aviation on the "overall review of safety in the civil aviation sector".

As many as 97 people are learnt to have deposed before the panel, among them top Ministry officials, including the secretary, AAIB officials, CEOs of the airlines operating in India, representatives of airport operators such as Adani and GMR and representatives of civil helicopter operators.

Members of the panel cutting across party lines are learnt to have told the Ministry officials there is a pervasive sense of fear among fliers about aviation safety since the crash last month and urged the Ministry to come out with a report on how the incident happened.

AAIB officials are learnt to have told the panel that the black box and voice recorder of the aircraft that crashed were intact and data was being investigated. Officials are learnt to have said that help of foreign players, including aircraft

### PROBE FOCUSES ON ENGINE FUEL SWITCHES

*New Delhi:* The investigation into the AI 171 crash is focusing on the movement of the engine fuel control switches, following an analysis of the Boeing 787's flight and voice data recorders, aviation industry publication the Air Current reported Tuesday. *Reuters*

manufacturer Boeing, was also sought to carry out detailed and thorough investigations.

During the meeting, the House panel is also learnt to have flagged an overloaded Air Traffic Control (ATC) system among other issues such as lacunae in civil helicopter operations.

It is learnt that the committee discussed there was a paucity of staff at the ATC and that while in other countries ATC monitors the movement of 7 to 8 planes through one radar, in India there were as many as 30 planes on one radar. The panel is also learnt to have discussed staff shortage that ATC in India is facing apart from the vacancies in the DGCA.

Aircraft accident investigations can be extremely complex and time consuming processes, taking months and in some cases even years to conclude. A more detailed identification and analysis of the most probable causes of the Ahmedabad crash is expected over the coming months.

The AAIB-led investigation into the Ahmedabad crash is being assisted by representatives from the US National Transportation Safety Board (NTSB), Boeing, and engine manufacturer GE. An ICAO expert has also been given observer status in the investigation. **WITH INPUTS FROM ASAD REHMAN**





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JANSATTA

DELHI

10 JULY 2025

विमान दुर्घटना जांच ब्यूरो ने कहा

# अहमदाबाद विमान हादसे की शुरुआती जांच रपट जल्द की जाएगी सार्वजनिक

जनसत्ता ब्यूरो  
नई दिल्ली, 9 जुलाई।

विमान दुर्घटना जांच ब्यूरो (एएआइबी) अहमदाबाद एअर इंडिया विमान हादसे से संबंधित अपनी शुरुआती जांच रपट अगले कुछ दिनों के भीतर सार्वजनिक करेगा। सूत्रों के अनुसार, ब्यूरो के अधिकारियों ने बुधवार को संसद की एक स्थायी समिति को यह जानकारी दी।

विमान दुर्घटना जांच ब्यूरो के महानिदेशक जीवीजी युगांधर ने परिवहन, पर्यटन और संस्कृति संबंधी स्थाई समिति को बताया कि वह हाल के दशकों में सबसे खराब विमानन आपदाओं में से एक और बोइंग ड्रीमलाइनर से जुड़ी पहली दुर्घटना के बारे में 30 दिनों के भीतर रपट पार्लियामेंट पर अपलोड करेंगे। जनता दल (सेकु) के सांसद संजय कुमार झा की अध्यक्षता वाली संसदीय समिति की कार्यवाही में विमानन सुरक्षा से जुड़ी घिंताओं को प्रमुखता से उठाया गया। आधिकारिक एजेंसियों, एअरलाइंस और अन्य हितधारकों सहित लगभग पूरे विमानन क्षेत्र को कवर करने वाले 97 से अधिक प्रतिनिधियों ने दिन भर की बैठक



एएआइबी अधिकारियों ने परिवहन, पर्यटन और संस्कृति संबंधी समिति को बताया कि विमान का 'ब्लैक बॉक्स' और 'वायस रिकार्डर' सुरक्षित है तथा डेटा की जांच की जा रही है।

में सांसदों के साथ अपने विचार साझा किए। सूत्रों ने यह भी कहा कि एएआइबी द्वारा नागरिक उड्डयन मंत्रालय को कोई प्रारंभिक रपट नहीं सौंपी गई है।

अंतरराष्ट्रीय नागर विमानन संगठन मानदंडों के तहत, एएआइबी दुर्घटना के 30 दिनों के भीतर प्रारंभिक रपट सौंप सकता है। झा ने बैठक को 'बहुत व्यापक और गहन' बताया। बीते 12 जून को एअर इंडिया का विमान बोइंग 787 ड्रीमलाइनर अहमदाबाद हवाई अड्डे से लंदन के लिए उड़ान भरने के कुछ देर बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में 250 से अधिक लोगों की मौत हो गई थी। सूत्रों

ने बताया कि एएआइबी अधिकारियों ने परिवहन, पर्यटन और संस्कृति संबंधी समिति को बताया कि विमान का ब्लैक बॉक्स और वायस रिकार्डर सुरक्षित है तथा डेटा की जांच की जा रही है। विस्तृत और गहन जांच के लिए विमान निर्माता बोइंग सहित विदेशी कंपनियों की मदद ली गई। एएआइबी ने दुर्घटना के एक दिन बाद जांच शुरू की थी और वैश्विक मानदंडों के अनुरूप अपने महानिदेशक जीवीजी युगांधर की अध्यक्षता में टीम का गठन किया था। यह पहली बार है जब भारत में इतनी महत्वपूर्ण जांच हो रही है। समिति की बैठक सुबह 10 बजे शुरू हुई और शाम लगभग 6 बजे समाप्त हुई। इसमें देश की सभी एअरलाइन के प्रमुखों ने हवाई सुरक्षा पर एक प्रस्तुति दी। समिति में कई दलों के सदस्य हैं, जिनमें पूर्व नागरिक उड्डयन मंत्री और भाजपा सांसद राजीव प्रताप रूडी, कांग्रेस की कुमारी शैलजा, नीरज डांगी और इमरान प्रतापगढ़ी तथा भाजपा के सुरेंद्र सिंह नागर और तापिर गाओ शामिल हैं। सदस्यों ने विमानन क्षेत्र में सुरक्षा पर विशेष रूप से चर्चा की व इसके सदस्यों ने आधिकारिक एजेंसियों तथा निजी एअरलाइनों द्वारा अपनाए जा रहे सुरक्षा मानकों पर सवाल उठाए।

## उड़ान भरते ही हवा में हिलने लगी फ्लाइट

पटना, एजेंसी

दिल्ली जा रही इंडिगो फ्लाइट की पटना के जय प्रकाश नारायण अंतर्राष्ट्रीय हवाई अड्डे पर आपात लैंडिंग करानी पड़ी। बताया जा रहा है कि पटना से उड़ान भरने के तुरंत बाद प्लेन के पक्षी टकराने की सूचना मिली। जिसके बाद विमान को तुरंत एयरपोर्ट पर वापस उतार लिया गया। प्लेन में सवार सभी 169 यात्री सुरक्षित हैं।

**पायलट की सूझबूझ से बची यात्रियों की जान**

एयरपोर्ट के अधिकारियों के अनुसार, पायलट के त्वरित निर्णय और सूझबूझ से बड़ी दुर्घटना टल गई। सभी यात्रियों को सुरक्षित बाहर निकाल लिया गया है। इसके साथ विमान की तकनीकी जांच की जा रही है। अब इंडिगो फंसे हुए यात्रियों के लिए वैकल्पिक फ्लाइट की व्यवस्था करने में जुट गया है।

अधिकारियों ने बताया कि उड़ान भरने के कुछ ही देर बाद विमान हवा में हिलने लगा, जिसके कारण



पायलट को तुरंत वापस लौटना पड़ा और सुरक्षित लैंडिंग करानी पड़ी। विमान में आई खराबी के बाद उसे सुबह 8.52 बजे सुरक्षित तरीके से लैंड कराया गया।

**क्या बोले हवाई अड्डे के निदेशक ?**

उधर, हवाई अड्डे के निदेशक ने साफ किया कि इस तरह की घटनाएं खासकर विमान के उड़ान भरने या लैंडिंग के दौरान होती हैं, जब पक्षी कम ऊंचाई पर मौजूद होते हैं। वहीं, इंडिगो की ओर से अब तक आधिकारिक बयान जारी नहीं किया गया है, जबकि डीजीसीए ने घटना की जांच शुरू कर दी है। विमानन

विशेषज्ञों ने पटना में हवाई यातायात के बेहतर प्रबंधन की आवश्यकता पर जोर दिया है।

**पहले भी हो चुकी है इस तरह की घटना**

बता दें कि इस साल पटना हवाई अड्डे पर आपातकालीन लैंडिंग की यह पहली घटना नहीं है। 22 जनवरी को, लखनऊ से आ रही इंडिगो की एक फ्लाइट में तकनीकी खराबी आ गई थी। जिसके कारण उसे पटना में इमरजेंसी लैंडिंग करनी पड़ी। इसमें 114 यात्री सवार थे। 3 जनवरी को, इंडिगो की फ्लाइट 6E 2074 की पटना में आपातकालीन लैंडिंग हुई।

## AI crash: Fuel switches in focus

Reuters

feedback@livemint.com

A preliminary report into the deadly crash of an Air India jetliner in June is expected to be released by Friday, three people with knowledge of the matter said, with one adding the probe had narrowed its focus to the movement of the plane's fuel control switches.

The London-bound Boeing 787 Dreamliner, which started losing height after reaching an altitude of 650 feet, crashed moments after takeoff from Ahmedabad, India, killing 241 of the 242 people on board and the rest on the ground.

The probe into the crash is focusing on the movement of the engine fuel control switches following an analysis of the 787's flight and voice data recorders, along with a simulation by Boeing of the aircraft's final moments, one of the people said. The investigation has not raised any immediate concerns over mechanical failure, they said, and there has been no bulletin to airlines recommending changes to 787 operations.

Boeing declined to comment.



Most air crashes are caused by multiple factors. REUTERS

**Aviation** industry publication the Air Current first reported the focus on the fuel switches that help power the plane's two engines.

It was not clear what specific actions involving the fuel switches are being looked at by investigators.

People told the Air Current that the available information on the black boxes could not rule in or out improper, inadvertent or intentional actions that preceded or followed the apparent loss of thrust before the aircraft crashed.

US aviation safety expert John Cox said a pilot would not be able to accidentally move the fuel switches that feed the

engines. "You can't bump them and they move," he said.

Cox added that if a switch was shut off, the effect would be almost immediate, cutting off engine power.

Most air crashes are caused by multiple factors. The investigation is focusing at least partly on engine thrust, Reuters reported last month.

While the report from Indian investigators could be made public on Friday, the three people cautioned that plans could change and there was no clarity on how much information would be available in the document, which comes about 30 days after the 12 June tragedy.

The people spoke on condition of anonymity because they were not authorized to speak to media.

India's Aircraft Accident Investigation Bureau, which is leading the probe under international rules, did not respond immediately to a request for comment outside normal business hours.

The probe has been dogged by questions over lack of information, after investigators took about two weeks to download flight recorder data after the crash.



# Corporate Communications Directorate

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MINT

DELHI

10 JULY 2025

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## Flying schools to be ranked: DGCA

**A**viation watchdog Directorate General of Civil Aviation (DGCA) has introduced a ranking system for flying training organisations as part of efforts to improve the quality and safety of pilot training activities in the country.

The move also comes against the backdrop of various incidents involving planes of flying training organisations (FTOs) and lapses.

The ranking system will be implemented from 1 October 2025, and the rankings will be published biannually, preferably on 1 October and 1 April every year, according to a DGCA communication.

The DGCA said the initiative is part of its "continued commitment to improve the quality, safety and efficiency of pilot training in India, while fostering a performance-driven and transparent training ecosystem".

The regulator said the ranking will help ensure training quality and standardisation, as well as in the performance assessment of FTOs based on uniform and objective criteria.

PTI

## Corporate Communications Directorate

MILLENNIUM POST

DELHI

10 JULY 2025

### AIRCRAFT ACCIDENT INVESTIGATION BUREAU TO PARL PANEL

# 'Initial report on Ahmedabad plane crash to be made public in 2 days'

#### OUR CORRESPONDENT

**NEW DELHI:** The Aircraft Accident Investigation Bureau (AAIB) told a Parliamentary committee on Wednesday that it will make public its preliminary report on the Ahmedabad plane crash in a couple of days, sources said.

AAIB Director General G V G Yugandhar told the panel that it will upload the report within 30 days of one of the worst aviation disasters in recent decades and the first crash involving a Boeing Dreamliner.

Concerns over aviation safety dominated the proceedings of the Parliamentary committee headed by JD(U) MP Sanjay Kumar Jha, as over 97 representatives covering almost the entire gamut of the sector, including official agencies, airlines and other stake-



holders, shared their views with Parliamentarians in the day-long meeting.

Air India's Boeing 787-8 aircraft operating flight AI 171 en route to London Gatwick had crashed into a medical hostel complex soon after take-off from Ahmedabad on June 12, killing at

least 260 people, including 241 persons aboard.

The sources also said that no preliminary report has been submitted by AAIB to the civil aviation ministry.

Under the ICAO norms, AAIB can submit a preliminary report within 30 days of

#### Highlights

- » The sources also said that no preliminary report has been submitted by AAIB to the civil aviation ministry
- » Under the ICAO norms, AAIB can submit a preliminary report within 30 days of the accident to it

the accident to it. Jha described the meeting as "very extensive and thorough", noting that every stakeholder participated in the discussion and answered queries of the panel's members.

Officials told that panel that this is the first time the black box of a crashed plane is being inves-

tigated in India, noting that they have shored up their technological know-how in recent times and are consulting foreign experts, including those from Boeing, as required. The US government has helped with the platform needed to decipher the data, and the aviation secretary had led the coordination efforts.

They said the black box and voice recorder of the ill-fated aircraft were intact, and the data was being investigated.

Official sources said that the MPs were of the view that the regulator and the safety infrastructure have not kept pace with the growth of the country's aviation sector, noting that Air Traffic Control oversees nearly 30 flights on a radar compared to the norm of eight to 10 in many places.

# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

10 JULY 2025

## विमान हादसे की जांच रिपोर्ट इसी हफ्ते

■ भाषा, नई दिल्ली

विमान दुर्घटना जांच ब्यूरो अहमदाबाद एयर इंडिया विमान हादसे से जुड़ी अपनी शुरुआती जांच रिपोर्ट इस हफ्ते सार्वजनिक करेगा। ब्यूरो के अधिकारियों ने बुधवार को संसद की स्थायी समिति को यह जानकारी दी। सूत्रों ने बताया कि अभी रिपोर्ट को अंतिम रूप नहीं दिया जा सका है और जांच फिलहाल



File

जारी है। 12 जून को विमान दुर्घटनाग्रस्त हो गया था। इस हादसे में 250 से अधिक लोगों की मौत हो गई थी। समिति की मीटिंग में देश की सभी एयरलाइन के प्रमुखों ने हवाई सुरक्षा पर एक प्रस्तुति दी। सदस्यों ने विमानन क्षेत्र में सुरक्षा पर विशेष रूप से चर्चा की और इसके सदस्यों ने आधिकारिक एजेंसियों तथा निजी एयरलाइनों द्वारा अपनाए जा रहे सुरक्षा मानकों पर सवाल उठाए।

## दिल्ली जा रहा विमान पटना लौटा

■ भाषा, पटना: पटना से 175 यात्रियों को लेकर बुधवार सुबह दिल्ली जा रहे इंडिगो के विमान आईजीओ 5009 से पक्षी टकरा गया। इंजन में तकनीकी खराबी आने के कारण विमान पटना एयरपोर्ट पर वापस लौट आया। पटना हवाई अड्डे के अधिकारियों ने बताया कि सभी 175 यात्री और चालक दल के सदस्य सुरक्षित हैं।



# Corporate Communications Directorate

THE PIONEER

DELHI

10 JULY 2025

## AAIB to release Air India crash report

**PIONEER NEWS SERVICE**

■ New Delhi

**T**he Aircraft Accident Investigation Bureau (AAIB) will make public this week its preliminary report on the Air India plane crash in Ahmedabad in which at least 260 people were killed on June 12, top Bureau officials told a Parliamentary panel on Wednesday.

Sources also said that no report has been finalised so far and investigations are underway in one of the worst air disasters in India.

The AAIB officials told the panel that the black box and voice recorder of the aircraft were intact and data was being investigated, the sources said.

They said that the help of

foreign players, including aircraft manufacturer Boeing, was sought to carry out detailed and thorough investigations.

The AAIB had initiated an investigation a day after the crash and had constituted a multi-disciplinary team headed by its Director General GVG Yugandhar in line with globally prescribed norms.

The sources said this is the first time such an important investigation is being held in India.

The AAIB chief also responded to queries of several MPs on the deadly plane crash during a day-long meeting of the Parliamentary Standing Committee on Transport, Tourism and Culture, which oversees the

functioning of the Civil Aviation sector.

The meeting of the panel chaired by JD-U MP Sanjay Jha began at 10 AM and ended around 6 PM, with the chiefs of all airlines in the country making a presentation on air safety.

The Committee has members from several parties, including former Civil Aviation Minister Rajiv Pratap Rudy, Congress' Kumari Selja, Neeraj Dangi and Imran Pratapgarhi and BJP's Surendra Singh Nagar and Tapir Gao, among others.

Air India's Boeing 787-8 aircraft operating flight AI 171 en-route to London Gatwick crashed into a medical hostel complex soon after take-off from Ahmedabad on June 12,

killing at least 260 people, including 241 persons who were onboard the plane. One passenger, however, miraculously survived the accident.

While there has been no official comment on the possible timeline for the preliminary report, top sources in AAIB said the initial report will be finalised this week.

Under the International Civil Aviation Organization (ICAO) norms, AAIB can submit a preliminary report within 30 days of the accident.

Members cutting across party lines questioned official agencies and private airlines over safety standards being followed by them, an issue that has been brought into sharp focus after the Ahmedabad plane crash last month.



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

10 JULY 2025

## उड़ान प्रशिक्षण संस्थानों को अब मिलेगी रैंकिंग

■ डीजीसीए ने संस्थानों की गुणवत्ता के लिए शुरू की है रैंकिंग व्यवस्था

नई दिल्ली (भाषा)।

नागर विमानन महानिदेशालय (डीजीसीए) ने देश में पायलट प्रशिक्षण गतिविधियों की गुणवत्ता एवं सुरक्षा में सुधार के प्रयासों के तहत उड़ान प्रशिक्षण संस्थानों के लिए 'रैंकिंग' प्रणाली शुरू की है।

यह कदम उड़ान प्रशिक्षण संगठनों (एफटीओ) के विमानों से जुड़ी विभिन्न घटनाओं और स्पष्ट खामियों की पृष्ठभूमि में उठाया गया है। डीजीसीए ने बयान में कहा कि 'रैंकिंग' प्रणाली एक अक्टूबर, 2025 से लागू की जाएगी। इसे हर साल दो बार एक अक्टूबर और एक अप्रैल को प्रकाशित किया जाएगा।

डीजीसीए के अनुसार, यह पहल भारत

में पायलट प्रशिक्षण की गुणवत्ता, सुरक्षा एवं दक्षता में सुधार लाने और प्रदर्शन-संचालित व पारदर्शी प्रशिक्षण परिवेश को बढ़ावा देने की उसकी निरंतर प्रतिबद्धता का हिस्सा है। डीजीसीए ने आठ जुलाई को जारी पत्र में कहा



कि एफटीओ को विभिन्न मानदंडों के आधार पर 'रैंकिंग' दी जाएगी। यदि किसी एफटीओ का समग्र 'स्कोर' 50 प्रतिशत से कम रहता है

तो संबंधित इकाई को उनके प्रदर्शन में सुधार को आत्म-विश्लेषण के लिए नोटिस दिया जाएगा।

नियामक ने कहा कि 'रैंकिंग' से प्रशिक्षण की गुणवत्ता एवं मानकीकरण सुनिश्चित करने और एक समान तथा वस्तुनिष्ठ मानदंडों के आधार पर एफटीओ के प्रदर्शन का आकलन करने में भी मदद मिलेगी। इसमें कहा गया, 'आकांक्षी पायलट और उनके परिवार अक्सर विश्वसनीय एफटीओ की पहचान करने में संघर्ष करते हैं। 'रैंकिंग' प्रणाली एक विश्वसनीय मार्गदर्शक के रूप में काम करती है, जो उन्हें केवल स्थान या शुल्क के बजाय गुणवत्ता, सुरक्षा एवं प्रशिक्षण परिणामों के आधार पर संस्थानों का चयन करने में मदद करती है।"



# Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

9 JULY 2025

## इंडिगो फ्लाइट की इमरजेंसी लैंडिंग

इंदौर। इंदौर से रायपुर जा रही इंडिगो एयरलाइंस की फ्लाइट में मंगलवार सुबह तकनीकी गड़बड़ी के चलते उड़ान के लगभग आधे घंटे बाद आपातकालीन लैंडिंग करा दी गई। फ्लाइट संख्या 6ई 7295 रोजाना सुबह 6.35 बजे इंदौर से खाना होती है। आज उसने तय समय पर टेक-ऑफ किया, लेकिन उड़ान के कुछ देर बाद ही तकनीकी समस्या के कारण पायलट को विमान वापस लाना पड़ा। यात्रियों के अनुसार फ्लाइट ने सुबह 6.30 बजे इंदौर एयरपोर्ट से टेक ऑफ किया था। उड़ान भरने के करीब 30 मिनट बाद अचानक एक जोर का झटका महसूस हुआ।



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SWATANTRA BHARAT

LUCKNOW

9 JULY 2025

### अहमदाबाद विमान हादसे की जांच तेज

नई दिल्ली। अहमदाबाद में 12 जून को हुए एअर इंडिया विमान हादसे की जांच तेज हो गई है। हादसे की जांच कर रही विमान दुर्घटना

■ **एएआईबी ने नागरिक  
उड्डयन मंत्रालय को सौंपी  
प्रारंभिक रिपोर्ट**

जांच ब्यूरो (एएआईबी) की टीम ने अपनी प्रारंभिक रिपोर्ट नागरिक उड्डयन मंत्रालय और संबंधित अधिकारियों को सौंप दी है। सूत्रों ने बताया कि एआई 171 विमान दुर्घटना पर तैयार की गई रिपोर्ट जांच के शुरुआती निष्कर्षों पर आधारित है। अहमदाबाद विमान हादसे की जांच विमान दुर्घटना जांच ब्यूरो (एएआईबी) को सौंपी गई है। एएआईबी ने जांच के लिए बहु-विषयक टीम का गठन किया है। अंतरराष्ट्रीय प्रोटोकॉल के अनुसार गठित टीम का नेतृत्व डीजी एएआईबी कर रहे हैं।

# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

10 JULY 2025

## Air India Sucks, Tata Hotels Rock

*An Indian company gives us world-class hotel experience but low-quality airline experience. Preliminary report on the Ahmedabad air crash should give some explanation for this oddity*

Chetan Bhagat



Preliminary investigation findings for the horrific AI 171 crash that took 260 lives a month ago, are expected to be made public by Friday. The airline is presumably processing this accident as a wakeup call. Policymakers should be doing the same. What do they need to do to give India a truly world-class airline? It is what Indians deserve and it would give the country a big strategic advantage too.

Consider, by contrast, that anyone who has visited a Taj hotel – whether for a cup of tea or a long stay – is likely to share positive memories. Taj gets it right. The hotels are clean and luxurious, staff is courteous, food is delicious. The lobby, rooms, facilities, services, and restaurants are consistently top-notch. Be it a Taj property in Kerala, Mumbai, Lucknow or New York, be it summer or winter, day or night, it's always excellent. They even speak of something called "Tajness" – a unique, elevated feeling experienced at any Taj location.

And no, this column is not sponsored by Taj or its parent, the Tata Group. But the Taj is genuinely one of the few Indian brands that competes at a global level. Which makes it all the more baffling that the very same Tata Group also owns Air India, one of the most poorly rated airlines in the world.

There are many who refrain from bashing Air India in public, for the sake of its staff's feelings. There's also the patriotism angle, where Air India is seen as a national flag carrier. But things aren't getting better.

So, how to explain Tata Group running world-class Taj Hotels on the one hand and whatever-class Air India on the other? A key point is that Air India is a recent purchase. Not long ago, it was a bloated, unionised, public sector behemoth losing thousands of crores annually. Tatas took it over and merged it with Vistara, a wonderful little airline that had been well on its way to make a mark in the world. People expected Air India would now transform into Vistara. Instead, the opposite happened.

Air India quality standards continue to decline. There is non-stop news about filthy planes, broken air conditioners and planes turning back due to technical issues. Then came the shocking crash of the Ahmedabad-London flight.

What suddenly happens in the sky that even the Tatas who run first-rate hospitality businesses become third-rate?



It is a combination of factors – Air India's history, our aviation policies, and maybe even the Indian consumer. Kingfisher, Jet, Vistara – all are gone. All aspired to deliver a high-quality experience.

The only true winner in Indian aviation is Indigo, an efficient, point A to point B, no-frills airline. The high point of an Indigo flight is eating dehydrated upma and boring tomato and cucumber sandwiches, which make you feel like a grade IV child eating tiffin prepared by a neglectful parent.

India deserves a world-class airline. A great airline delivers more than comfort. It's a national branding tool. Investors, business travellers and tourists get their first taste of a country through its flag carrier. Just look at what Singapore Airlines, Emirates and Qatar

Airways have done for their respective countries.

What does it take to have a world-class airline? Here are the top five elements, all of which need to be on point and consistently delivered each time.

**Cleanliness and aesthetics:** At present, the Air India planes seem dank and dirty compared to other global airlines or even Indigo. Are most of the carpet and seats dirt-coloured to hide the dirt? The staff's govt school teacher look could also do with a refresh.

**Safety:** A world-class airline by definition has a good safety record. Air India's Ahmedabad crash will be hard to erase from public memory. However, new safety-first procedures will help.

**Connectivity, punctuality and transits:** Almost all good global airlines have good transit hub airports supporting them. The airports, regulators and airlines work in tandem to provide a seamless experience for the traveller. In India, even at major airports, you have no idea when there will be congestion, when you will not get an aerobridge and when will you be stuck for hours. If we are serious about achieving a world-class airline, our airports and policymakers need to support our airlines.

**Service:** World-class airlines benchmark extraordinary service standards. This, actually, is one area where Air India staff still do a decent job.

**Profitability:** All of the above becomes irrelevant if the airline isn't profitable. Most Indian airlines that have tried to deliver high-end quality have failed. It seems most Indians don't want or can't afford anything nice when it comes to flying. Reconstituted dried poha is okay, but a few hundred rupees more for better flying is not. All those savings shouldn't be kept aside just for big fat weddings.

The only way forward for Air India is to do what most high-end brands do in India – keep most of India out. Taj hotels work because they only serve a high-end clientele.

Of course, Air India has the added role of providing national connectivity. It follows that the only solution is to split Air India into two. There can be one high-end, international airline (like Vistara used to be) and one super-efficient local airline that competes on the blandest sandwiches and lowest cost.

For profitability, it's also important that our regulators relook at policy and taxation. The massive failure rate of India's airlines clearly suggests that they're being overtaxed. And of course, if we want a world-class carrier, we need to take active steps to fix Air India.

## Corporate Communications Directorate

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THE TIMES OF INDIA

AHMEDABAD

9 JULY 2025

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### Glitch leads to emergency landing of IndiGo plane

TIMES NEWS NETWORK

**Indore:** Barely 15 minutes into take-off, an IndiGo Indore-Raipur flight with 51 passengers made an emergency landing in Indore due to a technical fault. The flight was cancelled after all flyers disembarked safely.

Passengers recalled feeling a sudden jolt while the plane was airborne, shortly after which, the pilot announced the emergency landing.

"The aircraft took off for Raipur at 6.35am Tuesday. During the flight, the pilot received a false alarm.

After this, the flight safely landed back at Indore at 6.50am," Indore airport senior manager (operations) Amol Thakur said.

IndiGo flight 6E 7295 takes off daily from Indore at 6.35am and lands at Raipur airport at 8.30 am.

Upon return, the same flight, 6E 7296, takes off from Raipur airport at 10.30am and returns to Indore airport around 12pm.

IndiGo management informed passengers about the cancellation of the return flight.