



Corporate Communications Directorate

BUSINESS LINE

DELHI

11 JUNE 2026

Centre clears ₹2,169 cr for Ahmedabad metro airport link

Our Bureau
Ahmedabad

Ahmedabad's airport is set to get long-awaited metro connectivity after the Union Cabinet on Tuesday approved a ₹2,169 crore project to extend the metro network to the Sardar Vallabhbhai Patel International Airport, closing a gap in the city's urban transport infrastructure.

The 6-km extension will provide direct metro access to the airport, which has remained outside the city's rail

transit network, despite the rapid expansion of metro services across Ahmedabad and Gandhinagar in recent years. The project is expected to improve connectivity for passengers, airport employees and daily commuters while reducing the dependence on road transport for access to one of Gujarat's busiest transport hubs.

The approved Phase 2(A) of the Ahmedabad Metro Rail Project will have a length of 6.032 km with five stations (four elevated and one underground). On operationalisation of Phase 2(A),

Ahmedabad-Gandhinagar will have 77.63 km of active metro rail network. Stations in the Phase 2(A) corridor are Ashram Road, Koteswar Prachin Mandir, Sabarmati River, Sardar Nagar and Airport.

COMMERCIAL HUB

The airport link assumes significance as Ahmedabad continues to emerge as a major commercial and investment destination, with growing passenger traffic and increasing movement between Ahmedabad, Gandhinagar and GIFT City.

A direct metro connection is expected to integrate air travel more closely with the region's expanding public transport network. While metro services have expanded across key residential, commercial and institutional corridors, travellers heading to the airport have largely depended on private vehicles, taxis and buses.

The new corridor is expected to offer a faster travel option, while supporting broader efforts to encourage the use of public transport and reduce congestion on roads leading to the airport.



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JUNE 2026

China wins \$2.9 b Kenya airport deal

Press Trust of India

New Delhi

Kenya has awarded a \$2.9 billion contract to China Communications Construction Co (CCCC) to expand and modernise Nairobi's Jomo Kenyatta International Airport (JKIA), marking a return to large-scale Chinese-backed infrastructure development nearly two years after the collapse of a proposed deal with Adani Group.

The contract value is roughly 50 per cent higher than Adani Group's proposed airport concession, which was estimated at about \$2 billion before being scrapped by President William Ruto's government in November 2024 amid political opposition, legal challenges and public scrutiny, sources said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JUNE 2026

- Prestige to build ₹1,800 cr convention centre at Bangalore Airport City

Siddhi Patil
Bengaluru

Realty major Prestige Group has partnered with Bangalore Airport City Ltd (BACL) to set up a 14.2 acre convention centre and commercial space within the Bangalore Airport City premises. Prestige plans to invest approximately ₹1,800 crore in the project by 2027, with formal inauguration targeted for 2031.

The project comes as airports increasingly seek to transform themselves into integrated business and lifestyle destinations rather than mere transit hubs.

Similar airport-city developments have emerged around Delhi's Aerocity and GMR Aerocity Hyderabad, combining offices, hotels, retail and entertainment spaces.

The development will add a convention and exhibition

centre, premium retail and cultural spaces, alongside two hospitality properties operated by St Regis and Marriott Marquis, together offering around 500 rooms.

GLOBAL STANDARDS

The plan is being conceptualised by the New York-based international architectural firm Kohn Pedersen Fox (KPF), celebrated for global projects such as the Zayed International Airport in Abu Dhabi and the ongoing Terminal 5 expansion at Singapore's Changi Airport.

Hari Marar, Managing Director and CEO of Bangalore International Airport, noted, "With this convention centre, we'll see some really high-quality global events coming here, which means that more and more Fortune 500 companies will establish their offices here."

The writer is an intern



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

12 JUNE 2026

China firm secures \$2.9 bn Kenya Airport deal after Adani fallout

Kenya has awarded a \$2.9 billion contract to China Communications Construction Co to expand and modernise Nairobi's Jomo Kenyatta International Airport (JKIA), marking a return to large-scale Chinese-backed infrastructure development nearly two years after the collapse of a proposed deal with India's Adani Group. The contract value is roughly 50 per cent higher than Adani Group's proposed airport concession, which was estimated at about \$2 billion before being scrapped by President William Ruto's government in November 2024 amid political opposition, legal challenges and public scrutiny, sources said. The deal was cancelled in November 2024, following mounting pressure on President William Ruto amid global allegations raised by the US Department of Justice against the group (which Adani denied). Recently, the US Department of Justice closed the matter, citing a lack of conclusive evidence, bringing the episode to a close from a legal standpoint.

REUTERS

Prestige Group to Invest ₹1,800 cr in Project at Bengaluru Airport City

Our Bureau

Bengaluru: The Prestige Group will invest around ₹1,800 crore in a mixed-use development comprising business, hospitality and entertainment facilities within Bengaluru Airport City, the realty developer said.

The project will include a convention and exhibition centre that can accommodate about 8,000 people, luxury hotels, premium office spaces, as well as retail, food and beverage and lifestyle offerings, the company said in a news release.

Project to include a convention and exhibition centre, luxury hotels

Construction is expected to begin in early 2027, with the development forming a key component of the long-term expansion of Bengaluru Airport City's mixed-use urban ecosystem, the company said. The broader development will include premium office spaces and experience-led retail zones, designed to create a work, stay and leisure environment within the airport corridor, the company said.

The project is being developed in partnership with Bangalore International Airport Ltd. "The next phase of urban growth will be defined by the ability to create destinations that bring together enterprise, talent and ideas at scale," said Bangalore International Airport chief executive Hari Marar.

MILLENNIUM POST

DELHI

12 JUNE 2026

RUNWAY TO REALITY

Noida Airport nears LIFTOFF



DIPIKA KIROLA

NOIDA: With just days left before the commencement of commercial flight operations, Noida International Airport (NIA) successfully carried out a full-scale aircraft turnaround trial with an IndiGo aircraft as part of its Operational Readiness, Activation and Transition (ORAT) programme.

An IndiGo aircraft operating as flight 6E-5601 recently flew from Delhi and arrived at the airport for the trial exercise. Airport officials said the aircraft performed two missed-approach validations before making its first touchdown on Runway 28.

Following a series of operational checks, the aircraft landed again at 10 am and departed for Delhi at 11.45 am after completing the turnaround process.

The exercise focused on validating the airport's Required Navigation Performance (RNP) procedures and Instru-

ment Landing System (ILS), both critical for safe aircraft operations, particularly during adverse weather conditions.

Officials also tested arrival and departure procedures, ground handling systems, passenger boarding infrastructure, baggage handling, catering operations, cargo movement and coordination among multiple stakeholders.

According to the airport operator, the trial assessed the functionality of key systems such as Visual Docking Guidance Systems (VDGS), passenger boarding bridges and ground power units while also evaluating refuelling and aircraft servicing operations.

Commercial flight operations at the greenfield airport in Jewar are scheduled to begin on June 15, with IndiGo set to become the launch carrier. The airline will initially connect the airport to several domestic destinations, while additional services by other carriers are expected in the coming weeks.

Corporate Communications Directorate

THE PIONEER

LUCKNOW

11 JUNE 2026

Noida Airport conducts full-scale turnaround trial with IndiGo

PIONEER NEWS SERVICE

■ Noida

Noida International Airport on Wednesday said it has successfully conducted a full-scale aircraft turnaround trial as part of its operational readiness, activation and transition (ORAT) programme ahead of the commencement of commercial operations.

According to a statement issued by the airport, the trial was conducted on June 9 in collaboration with IndiGo and key airport partners to simulate a complete aircraft turnaround process on the airside.

The greenfield airport is set to commence commercial operations with domestic flights from June 15.

The exercise tested coordination between various systems, processes and stakeholders, including critical airport infrastructure, such as visual docking guidance systems (VDGS), passenger boarding bridges and ground power systems.



VDGS is an automated airport display system to guide pilots to safely and precisely park their aircraft at the terminal gate.

The trial also covered integrated baggage handling, cargo operations, in-flight catering and other ground handling activities, while refuelling scenarios were evaluated as part of operational preparedness, the statement said. Re-validation of the

Instrument Landing System (ILS) and Required Navigation Performance (RNP) approach procedures was also carried out during the exercise, it added.

The airport said the turnaround trial was part of a series of advanced ORAT exercises aimed at ensuring seamless coordination across operational interfaces before the start of commercial operations.



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

10 JUNE 2026

अमृतसर एयरपोर्ट पर इमिग्रेशन सिस्टम फेल होने पर हंगामा

अमृतसर। अमृतसर स्थित श्री गुरु रामदास इंटरनेशनल एयरपोर्ट पर उस समय अफरा-तफरी का माहौल देखने को मिला जब सिस्टम में तकनीकी खराबी आने के कारण यात्रियों को परेशानियों का सामना करना पड़ा। जानकारी के अनुसार, इमिग्रेशन सिस्टम में आई दिक्कत की वजह से एयरपोर्ट पर चेकिंग और प्रोसेसिंग का काम धीमा पड़ गया, जिसके चलते यात्रियों की लंबी-लंबी कतारें लग गईं। इसके चलते एयरपोर्ट पर हंगामे की स्थिति बन गई। घटना देर रात की बताई जा रही है। इसका वीडियो अब सोशल मीडिया पर वायरल हो रहा है। स्थिति इतनी गंभीर हो गई कि कुछ समय के लिए एयरपोर्ट पर अव्यवस्था का माहौल बन गया और यात्रियों को घंटों तक इंतजार करना पड़ा। कई यात्रियों ने अपनी फ्लाइट्स को लेकर चिंता भी जताई, जबकि कुछ को देरी के कारण असुविधा का सामना करना पड़ा। हालांकि एयरपोर्ट प्रशासन ने तुरंत स्थिति को संभालने की कोशिश की और तकनीकी टीम को मौके पर बुलाकर सिस्टम को दुरुस्त करने का काम शुरू किया गया। धीरे-धीरे स्थिति पर नियंत्रण पाया गया और यात्रियों की प्रोसेसिंग दोबारा सामान्य रूप से शुरू कर दी गई।

Metro extension till airport gets Union Cabinet approval

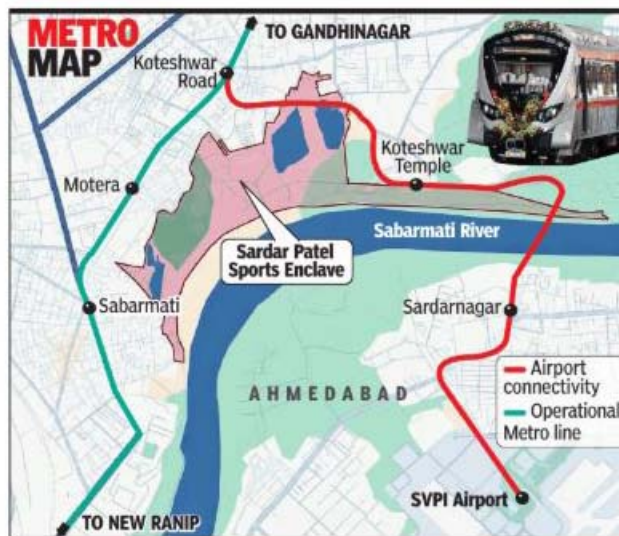
TIMES NEWS NETWORK

Ahmedabad: The Union Cabinet on Wednesday approved Phase 2(A) of the Ahmedabad Metro Rail project — an extension running from Koteswar to Sardar Vallabhbhai Patel International Airport. The project cost is estimated to be Rs 2,169 crore.

The corridor will have five stations: Ashram Road (Motera), Koteswar Prachin Mandir, Sabarmati River, Sardarnagar, and Sardar Vallabhbhai Patel International Airport. Four of these will be elevated, and one underground.

The line will provide a direct rail link between the city and the airport for the first time, connecting it also to railway stations and commercial hubs along the route.

The extension takes the combined Ahmedabad-Gandhinagar metro network to 77.6km. Officials said the new corridor is expected to ease congestion on key arterial roads leading to the airport and reduce travel times across the city's northern



stretches — areas that currently lack high-capacity public transit.

The project also carries weight ahead of two forthcoming international events: the World Police Games 2029 and the Commonwealth Games 2030, both of which will require reliable airport connectivity at scale.

Beyond mobility, officials

project wider economic benefits — improved access to underserved residential and commercial areas, stimulus to local businesses, and support for tourism.

The project is expected to generate approximately 2,000 jobs during peak construction and around 500 positions in operation and maintenance.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

11 JUNE 2026

KIA to undertake taxiway upgrade work from July 9

TIMES NEWS NETWORK

Bengaluru: Kempegowda International Airport (KIA) is set to begin an airside infrastructure upgrade, with construction work on a new western cross-field taxiway system scheduled to run from July 9 to Nov 5. While passengers may not notice changes inside terminals, airlines, pilots and air traffic controllers are preparing for months of operational adjustments as the airport undertakes the project.

The works form part of phase 2 of the airport's western cross-field taxiway project, which aims to improve aircraft movement across the airfield and enhance long-term runway capacity. Experts say the new system will allow aircraft to move between different parts of the airport without crossing active runways, reducing congestion and improving operational efficiency.

The construction will be executed in five sub-phases, each carrying varying levels

of operational impact. The most critical period will be between July 9 and July 16, when key taxiway exits H9 and H10 on Runway 09R/27L will be closed. During this one-week phase, all departures from Runway 09R will be forced to use a single access point, taxiway H8.

Industry sources said the restrictions could create challenges for wide-body aircraft such as Boeing 777, Airbus A350 and Airbus A380. "This is the most operationally sensitive phase of the project. Airlines will have to plan carefully, especially during peak traffic periods," said an airport source.

Another component of the project involves converting existing aircraft parking stands into a new taxi lane. Between Aug 23 and Sept 6, three aircraft stands in southern apron area will be removed and transformed into a new taxiway segment known as B5. Several parking positions and service lanes could experience delays during construction period.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

12 JUNE 2026

Flyer held at IGI with ₹2.4-crore marijuana

New Delhi: Customs at IGI Airport has arrested an Indian passenger who arrived from Bangkok on June 9 and tried to smuggle 6.9 kg marijuana. The estimated value of the seized contraband is around Rs 2.4 crore.

Customs officials said the passenger was intercepted at Terminal 3 on the basis of profiling. "During X-ray screening and detailed examination of the passenger's baggage, eight polythene pouches containing green-coloured narcotic substance suspected to be marijuana were recovered from a black-coloured trolley bag," said a senior official. The official added that the recovered substance weighed 6,939.5 grams and, upon testing, it tested positive for marijuana. **TNN**

एअर इंडिया विमान हादसा... एक साल बाद भी सच सामने आने का इंतजार अपनों को खोने वाले परिवारों में दहशत कायम, प्लेन में चढ़ने में भी लगता है डर

नई दिल्ली। पिछले साल जून में अहमदाबाद में हुए एअर इंडिया विमान दुर्घटना के एक साल शुरुवार को पूरे हो जाएंगे, लेकिन सच सामने आने का अब भी इंतजार है। जांच अब भी पूरी नहीं हो सकी है। विमान के दोनों इंजनों की अमेरिका में अब भी जांच चल रही है। इसके कारण अंतिम जांच रिपोर्ट आने में देरी हो रही है।

अहमदाबाद से लंदन जा रहा एअर इंडिया का बोइंग 787 डीमलाइनर विमान उड़ान भरने के कुछ देर बाद ही हादसे का शिकार हो गया था, जिसमें 260 लोगों की मौत हो गई थी। उधर, जिन परिवारों ने अपनों को खोया उनमें अब भी इतनी दहशत है कि विमान में चढ़ने से डर लगता है। बृहस्पतिवार को ब्लूमबर्ग की रिपोर्ट में कहा गया कि विमान के इंजनों



की जांच अभी अमेरिका में जारी है। सूत्रों ने बताया कि अंतिम रिपोर्ट जारी करने से पहले जीई एयरोस्पेस के इंजनों की जांच पूरी होना जरूरी है। यह जांच अमेरिका में की जा रही है, क्योंकि दुनिया में बहुत कम ऐसे केंद्र हैं, जहां इन इंजनों को पूरी तरह खोलकर तकनीकी परीक्षण किया जा सकता है। रिपोर्ट के मुताबिक,

प्रारंभिक रिपोर्ट में क्या आया था सामने

पिछले साल जारी एएआईबी की प्रारंभिक जांच रिपोर्ट में कहा गया था कि उड़ान भरने के तुरंत बाद विमान के दोनों इंजनों के फ्यूल कंट्रोल स्विच लगभग एक साथ रन से कटऑफ स्थिति में चले गए थे। इसके कारण दोनों इंजनों तक ईंधन की आपूर्ति बंद हो गई और विमान दुर्घटनाग्रस्त हो गया।

■ हालांकि, एएआईबी ने उस समय कहा था कि किसी निश्चित निष्कर्ष पर पहुंचना अभी जल्दबाजी होगी।

अगले तीन महीनों में इंजनों की जांच पूरी होने की उम्मीद है। इसके बाद ही अंतिम रिपोर्ट जारी की जा सकती है। इस बीच, भारत का विमान दुर्घटना जांच ब्यूरो (एएआईबी) इसी सप्ताह एक स्टेटस रिपोर्ट जारी कर सकता है, जिसमें अंतिम जांच रिपोर्ट में देरी के कारणों की जानकारी दी जाएगी। ब्यूरो

घटना की स्वतंत्र जांच की मांग

एक समाचार एजेंसी की रिपोर्ट में अमेरिकी अधिकारियों के शुरुआती आकलन का हवाला देते हुए कहा गया था कि कॉर्पाेट की रिकॉर्डिंग से यह संकेत मिला है कि पायलट ने इंजनों की ईंधन आपूर्ति बंद की हो सकती है। हालांकि, इस दावे की आधिकारिक पुष्टि नहीं हुई है। पायलट के पिता ने सुप्रीम कोर्ट में याचिका दायर कर स्वतंत्र जांच की मांग की है। पीड़ित पिता मांग की है कि जांच में केवल पायलट की भूमिका ही नहीं, बल्कि अन्य संभावित कारणों को भी शामिल किया जाना चाहिए।

■ **पायलट संगठन ने उठाए सवाल :** फेडरेशन ऑफ इंडियन पायलट्स ने पिछले सप्ताह 5 जून को नागरिक उड़्डयन मंत्रालय, विमानन नियामक डीजीसीए और प्रधानमंत्री कार्यालय (पीएमओ) को पत्र लिखकर अंतरिम रिपोर्ट जारी नहीं करने का अनुरोध किया था।

■ पायलटों के संगठन ने जांचकर्ताओं से बोइंग और एअर इंडिया से विमान के बारे में अधिक तकनीकी जानकारी जुटाने की भी मांग की है, ताकि एएआईबी की ओर से जांच की जा रही पायलट के आत्महत्या करने की ध्येरी को गलत साबित किया जा सके।

दावा : 96 फीसदी पीड़ित परिवारों को दिया गया अंतरिम मुआवजा

एअर इंडिया ने बताया कि घटना से प्रभावित अधिकांश परिवारों को अंतरिम मुआवजा दे दिया गया है। हादसे में जान गंवाने वाले लोगों के परिजनों को तत्काल आर्थिक सहायता के लिए 25 लाख रुपये की अंतरिम राशि प्रदान की गई है। शेष मामलों में दस्तावेज अधूरे हैं या परिवारों के बीच कानूनी और पारिवारिक विवाद चल रहे हैं, जिसके कारण भुगतान लंबित है। हादसे के दौरान जमीन पर घायल हुए 94 प्रतिशत लोगों को उनकी चोटों और आजीविका के नुकसान के आधार पर एकमुश्त अंतिम मुआवजा या अंतरिम सहायता राशि दी गई है।

■ **एयरलाइन कर्मों रखेंगे दो मिनट का मौन**
विमान हादसे की पहली बरसी पर पीड़ितों के सम्मान में एयरलाइन के कर्मचारी शुरुवार को अपने वर्कस्टेशन पर दो मिनट का मौन रखेंगे। कंपनी ने अपने स्टाफ को भेजे एक ईमेल संदेश में कहा कि दोपहर 1.39 बजे से 1.41 तक कर्मचारी अपने वर्कस्टेशन पर इस पल में शामिल हो सकते हैं।



Corporate Communications Directorate

BUSINESS LINE

DELHI

11 JUNE 2026

‘Air India following industry practices in accident compensation’

Our Bureau
Mumbai

Air India said it is following industry practices in accident compensation process after being accused of coercion by the families of Ahmedabad air crash victims.

Air India said the families are not being pressurised to accept its compensation offer in a stipulated time frame while defending its actions.

The airline gave this justification in a letter to Radhika Mishra, daughter of former Gujarat Chief Minister Vijay Rupani, who died in the Boeing 787 accident in Ahmedabad last June.

The aircraft, bound for

London, crashed shortly after take off, resulting in the death of 241 persons, including passengers and crew members.

In a complaint to Tata Sons Chairman N Chandrasekaran, Mishra said families were being asked to waive their right to pursue claims against the airline and third parties to receive final compensation from the airline. Seeking transparency, she said the accident investigation is still not complete, and families of the victims are waiting for answers.

In its response to Mishra, Air India said it is following standard industry practice used in the compensation process.

“The wording in the receipt, discharge and indem-



NO AIRS. The families of Ahmedabad crash victims are not being pressurised to accept its compensation offer, said Air India

nity document mirrors the usual approach commonly taken by airlines, both internationally and in India, in such circumstances,” said the airline. “Air India has no

interest whatsoever in shielding any third parties from their legal liability. However, in such accidents, where passengers or their families seek compensa-

tion directly from third parties such as equipment manufacturers, these third parties often pursue claims against the airline. As such, the reason for the broad wording is only to ensure that settlements of final compensation are indeed final, and to protect Air India from receiving any direct claims [from other family members] or indirect claims [from equipment manufacturers, suppliers] in the future, despite families having entered into a final settlement with Air India,” it said.

BOEING SUED

Air India has been dragged to courts in the UK over the air crash.

Plane maker Boeing has been sued by the family

members of crash victims. A final investigation report on what caused the accident is still awaited.

‘NO DEADLINE’

Air India has said there is absolutely no deadline or pressure on any family or individual to accept its offer within a set timeframe. “Families are entirely free to wait until the investigation report has been released as some have chosen to do,” it said.

An interim compensation of ₹25 lakh has been paid to 96 per cent of the families. The remaining cases are primarily those where documentation is incomplete or where there are ongoing family disputes, said Air India.



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JUNE 2026

UDAN seaplane
services from
June 22 with Kochi
to Lakshadweep ops

Our Bureau

New Delhi

The long-awaited seaplane services under the UDAN scheme are likely to commence on June 22, with operations between Kochi and Agatti in Lakshadweep expected to be inaugurated by Civil Aviation Minister Rammohan Naidu, sources told *businessline*.

According to sources, the final security clearances for the project have been received, paving the way for the launch of commercial seaplane operations in the island territory.

“Civil Aviation Minister Rammohan Naidu is likely to inaugurate the long-awaited services as final security clearances have been received,” according to sources.

BUSINESS LINE

DELHI

12 JUNE 2026

UDAN seaplane service likely to commence operations on June 22

LAKSHADWEEP LINK. SkyHop set to launch Kochi-Agatti service; Civil Aviation Minister expected to inaugurate

Rohit Vaid
New Delhi

The long-awaited seaplane services under the regional connectivity scheme (UDAN) are likely to commence on June 22, with operations between Kochi and Agatti in Lakshadweep expected to be inaugurated by Civil Aviation Minister Ram-mohan Naidu, sources told *businessline*.

Final security clearances for the project have now been received, paving the way for the launch of commercial seaplane operations in the island territory, they said.

The development follows a recent communication reviewed by *businessline*, in



GREEN SIGNAL. Final security clearances for the project have now been received

which the Bureau of Civil Aviation Security (BCAS) recommended that seaplane operations in Lakshadweep be permitted under a security framework similar to that applicable to helicopter operations.

"The operations of seaplanes from Lakshadweep islands may be undertaken on the lines of helicopter operations already taking place

under the control of State police security and arrangements in other places of India," the communication stated.

However, the document also cautioned that the unique nature of seaplane operations and water aerodromes could result in delays owing to security and infrastructure requirements.

"Standardisation of water

aerodrome security at par with regular civil aviation operations, therefore, would require a range of measures and technologies designed to ensure the safety and protection of seaplanes and associated facilities," the document said.

The communication further clarified that the relaxation is being considered a location-specific measure and is applicable only to seaplane operations in Lakshadweep.

SECURITY REVIEW

Besides, BCAS noted that while it is in the process of formulating comprehensive security requirements for seaplane operations and water aerodromes across the country, the unique con-

nectivity needs of the island territory warrant an interim arrangement.

Accordingly, it recommended that seaplane services in Lakshadweep be permitted under security arrangements similar to those applicable to helicopter operations until a broader regulatory framework is put in place.

Furthermore, sources said that SkyHop Aviation will operate the services under the UDAN scheme.

Recently, SkyHop Aviation received its Air Operator Certificate (AOC).

businessline was the first to report in April that SkyHop Aviation was expected to receive its flying licence after successfully completing regulatory trials.



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JUNE 2026

Ahmedabad crash probe 'not fair', says pilot association

Avinash Nair
Ahmedabad

A year after the Air India Boeing 787 crash in Ahmedabad claimed 260 lives, a pilots' body has questioned the fairness and direction of the investigation, alleging that key evidence is not being followed and lapses in the probe are fuelling speculation instead of closure.

The Federation of Indian Pilots (FIP) on Thursday said critical questions surrounding the disaster remain unanswered, citing "investigative gaps" ranging from the delayed examination of the sole survivor to concerns over the handling of technical evidence.

According to FIP President Captain CS Randhawa,



TRANSPARENCY CALL. FIP urged investigators to prioritise accuracy over timelines before releasing any final findings

Vishwash Kumar Ramesh, the lone survivor of the crash, was formally interviewed by investigators only about 10 months after the accident.

TECHNICAL EVIDENCE

The federation questioned whether all available technical evidence, including aircraft communication mes-

sages transmitted before departure, had been adequately examined and whether sufficient independent aviation experts had been involved in the probe.

"We are almost completing one year, and there is still no conclusion. We have been unable to investigate a flight that crashed seconds after take-off. So much time and

effort has gone into the probe, yet there is no finality. Investigators are expected to share a draft report 30-60 days before the final report but till date no draft has been circulated," Randhawa said during an interaction with mediapersons in Ahmedabad on Thursday.

He questioned the decision to send the aircraft's two black boxes to the US for analysis, alleging that it contradicted claims that India possessed the capability to decode and examine flight recorders domestically.

"We have informed the Ministry that this is not a fair investigation that is happening, and time and again things are being done in an inappropriate manner, which is leading to speculation, and investigations are not proceeding as per the

evidence given," the FIP President said. He said FIP officials will meet the families of those killed in the crash on Friday.

TECHNICAL FINDINGS

The pilots' body also alleged that Aircraft Communications Addressing and Reporting System messages transmitted by the aircraft shortly before departure had not been adequately addressed in the preliminary findings. According to Randhawa, several messages were sent approximately 15 minutes before take-off, but there was no mention of them in the preliminary report. Another concern flagged by the federation concerned the composition of the investigation team.

Randhawa alleged that the inquiry had not sufficiently

relied on independent subject matter experts, despite the technical complexity of the crash, and questioned the presence of officials from the aviation regulator on the investigation board.

Randhawa cautioned against releasing any interim findings before the investigators reach a definitive conclusion.

"An interim report at this stage will only add to confusion and fuel further speculation," he said, adding that the Federation of Indian Pilots had urged both the government and the AIIB to refrain from issuing a partial report.

"If investigators need more time to establish the facts, the final report can be delayed. Accuracy is more important than meeting a timeline," he said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JUNE 2026

Air India crash report may take a few more months to complete: Sources

Rohit Vaid
New Delhi

The final investigation report into the Air India AI171 crash may take another two to three months to be completed, sources familiar with the probe told *businessline*.

"The investigation is well on track for a comprehensive report. It will be placed in the public domain following all due processes. Nothing will be kept in the dark," a source close to the investigation process said.

MORE TIME

A second source, familiar with the developments, said the final report is unlikely to be ready by the first anniversary of the crash (June 12, 2026) and may require another two to three months before being completed.

"Owing to the West Asia

The investigation is well on track for a comprehensive report. It will be placed in the public domain following all due processes

crisis, as well as other issues, the probe has faced certain challenges, but it is well on track," the second source said.

"The relevant authorities are monitoring the process on a daily basis. However, a complete hands-off approach has been maintained since it is an independent investigation."

Notably, these comments come as June 12 marks one year since the Air India AI171 accident, which has been described as one of the

deadliest aviation disasters in recent years.

Meanwhile, some industry observers had expected that authorities could issue either a substantive update or the final investigation report around the first anniversary of the accident.

However, sources familiar with the process said there is no international obligation requiring investigators to publish their final findings exactly one year after an accident.

As per established global aviation investigation practices, agencies are encouraged to release a final report within 12 months wherever practical.

INQUIRY IN PROGRESS

If the inquiry remains in progress, sources said then the investigators may instead provide an update on the status of the investigation

and the work completed so far. At present, sources said investigators are continuing to examine all available evidence and remain focused on ensuring that the final report is thorough, evidence-based and technically rigorous before its release.

Till now, the Aircraft Accident Investigation Bureau (AAIB) has maintained that the inquiry into the AI171 crash remains active.

Earlier, the AAIB had clarified in its preliminary report that the observations contained in the document were based on evidence available at that stage of the investigation.

The preliminary investigation report into the Air India AI171 crash has revealed that both engines of the Boeing 787-8 aircraft shut down within seconds of take-off, leading to the fatal accident that claimed 260 lives.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

12 JUNE 2026

A-I crash final report could be delayed

REUTERS

11 June

Investigators are expected to delay issuing a final report into a deadly Air India Boeing 787 crash by the one-year anniversary on Friday, citing the need to complete an analysis of the plane's engines, according to a source with knowledge of the matter.

The GE Aerospace-made engines have been at the centre of the probe into the crash of the Air India plane shortly after takeoff from Ahmedabad on June 12, 2025, which killed 260 people in the world's deadliest air disaster in a decade.

A preliminary report released last year showed the 787's engine fuel control switches moved almost simultaneously from "RUN" to "CUTOFF," starving both engines of fuel shortly after the flight took off.

Investigators conducted engine testing in April and visited France last month as part of an analysis of the engine management unit, the source told *Reuters* on the condition of anonymity.

Earlier on Thursday, *Bloomberg News* reported the final report into the crash was expected within three months once studies of the engines, which had been sent to the US for examination, were concluded. Under international rules, a final report is due "if possible" within a year of an accident, but sometimes investigations take longer, so if that is not completed, an interim statement should be issued on each anniversary. *Reuters* first reported last month that Indian officials were preparing an interim report rather than a final one ahead of the first anniversary because the investigation was deemed complex and time-consuming.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

11 JUNE 2026

KIA's green blueprint

SHALINI RAJNEESH

The theme of this year's World Environment Day is 'Inspired by nature. For climate. For our future.' Accordingly, there is a need for all to draw inspiration from nature's sustainability, protect the environment, and safeguard our future.

On this occasion, it is appropriate that we adopt some best practices. Therefore, I am pleased to share with you the success story of the water management practices implemented at the Kempegowda International Airport, Bengaluru.

As the world accelerates toward net-zero targets, the aviation sector finds itself at a crossroads. Globally, airports are under rising pressure to reduce emissions, optimise resources, and integrate environmental accountability into long-term infrastructure planning. In this context, sustainability is no longer a peripheral consideration; it has emerged as a defining metric of relevance and resilience. Our vision is to grow with responsibility, balancing the approach of 3P - people, planet and profit.

At the Kempegowda International Airport Bengaluru, sustainability is not confined to large infrastructure projects; it is deeply embedded into everyday practices and employee behaviour. Guided by the vision 'Touch lives by nurturing a sustainable future through initiatives that drive economic, social and environmental transformation'. Our Sustainability Roadmap is built on six key pillars:

- Water stewardship
- Net-zero carbon emissions,
- Community-aligned noise management
- Circular economy
- Sustainable procurement
- Sustainable mobility

These pillars are supported by our core foundation values: corporate social responsibility (CSR), behavioural change and compliance.

Water stewardship is a core part of BIAL's sustainability strategy. It has achieved a water positivity index of 2.36, meaning it replenishes more than twice the water it consumes. This is enabled through extensive rainwater harvesting, wastewater recycling, and smart water management technologies, which reduce dependence on external water sources and strengthen resilience in a water-stressed region. The Bengaluru airport recovers two-thirds of potable water requirements through the internal rainwater harvesting systems.

The Bengaluru airport became the first in Asia to achieve net-zero GHG emissions (Scope 1&2), the highest Level 5 carbon accreditation under the Airports

Council International (ACI) Airport Carbon Accreditation programme. BIAL had achieved an impressive 95.6% reduction in its scope 1 and 2 emissions, seven years ahead of the initial target of 2030. This early success was driven by strong management commitment, collaborating with the stakeholders, transitioning 100% to renewable electricity, phased implementation of sustainable mobility initiatives and implementing years of energy-efficient infrastructure operations.

The airport is also the first in India to adopt the Taskforce on Nature-related Financial Disclosures (TNFD). A biodiversity index of 5.18 strengthens our commitment to biodiversity conservation with a diverse urban landscape. In our endeavour to create world-class infrastructure, we have preserved fertile topsoil which further supports our landscape development.

Proactively informing the planning authority of the area for incorporating noise profiles at the planning stage enables future developments to plan their mitigation measures, in line with the airport's vision of community-aligned noise management.

The airport has commissioned an in-house integrated solid waste management centre, leading to zero waste to landfill. The airport's sustainability approach combines water resilience, emissions reduction, and community-conscious environmental management into a broader roadmap that integrates sustainability into both infrastructure and everyday operations.

Integrated our strategic core foundational value of behavioural change - a sustainable transformation programme across the organisation enabling the implementation of sustainability steps in both professional and personal lives. This has facilitated a large amount of collaborative working and stakeholder engagement under a unified purpose which has accelerated the airport's sustainability journey.

The BIAL has successfully translated its sustainability strategy into actionable, organisation-wide initiatives that deliver measurable environmental and cultural impact. If such a model is adopted by various institutions, India and Karnataka will not face shortages of water and electricity. Scientific waste management initiatives will ensure that there is no harm to the environment while also promoting biodiversity.

This year's World Environment Day celebration can be made meaningful by incorporating its principles into the daily activities and institutional management practices.

(The writer is the chief secretary, Government of Karnataka)

एक साल बाद भी अहमदाबाद विमान हादसे की जांच रिपोर्ट का हो रहा है इंतजार

जगरण न्यूज नेटवर्क, नई दिल्ली: 12 जून, 2025 यानी आज से ठीक एक साल पहले के उस भयावह मंजर को भला कौन भूल सकता है जब अहमदाबाद से लंदन के लिए उड़ान भरने के चंद सेकंड बाद ही एअर इंडिया का बोईंग-787 ड्रीम लाइनर विमान हादसे का शिकार हो गया था और 260 लोग अकाल जान गंवा बैठे थे। मृतकों में चालक दल के 12 सदस्यों सहित 241 विमान यात्री थे जबकि जमीन पर 19 लोगों की जान गई थी। सिर्फ एक यात्री आश्चर्यजनक रूप से बचा था। विमान हादसे के एक साल बाद भी सबसे बड़ा सवाल ये है कि हादसा हुआ कैसे? जांच रिपोर्ट का इंतजार किया जा रहा है।

रावटर के अनुसार एअर इंडिया की उड़ान संख्या एआइ-171 के दुर्घटनाग्रस्त होने की जांच भारत का विमान दुर्घटना जांच ब्यूरो (एएआइबी) और अमेरिकी सुरक्षा



अहमदाबाद में हास्टल की इमारत में घुसा एअर इंडिया के दुर्घटनाग्रस्त बोईंग-787 ड्रीम लाइनर विमान का पिछला हिस्सा। फाइल

एजेंसियों द्वारा संयुक्त रूप से की जा रही है। हादसे के एक साल बाद भी अंतिम रिपोर्ट सामने न आने की वजह अमेरिका में इंजन का विश्लेषण नहीं हो पाना है। जीई एयरोस्पेस द्वारा निर्मित इंजन भारतीय अधिकारी अमेरिका पहुंचा

चुके हैं। अंतरराष्ट्रीय नियमों के अनुसार, विमान हादसे की अंतिम रिपोर्ट एक साल के भीतर जारी कर दी जानी चाहिए। विमान हादसे के बाद पिछले साल एक प्रारंभिक रिपोर्ट में दिखाया गया था कि 787 के इंजन के ईंधन नियंत्रण स्विच

एयर इंडिया कर्मों आज रखेंगे दो मिनट का मौन

प्रेट के अनुसार, एअर इंडिया के कर्मचारी अहमदाबाद विमान दुर्घटना के मृतकों को श्रद्धांजलि देने के लिए शुक्रवार को अपने कार्यस्थलों पर दो मिनट का मौन रखेंगे। यह दो मिनट का मौन भारतीय समयानुसार दोपहर 1:39 बजे से 1:41 बजे तक रखा जाएगा। कर्मचारी एयरलाइन के मुख्यालय, प्रशिक्षण अकादमी, दिल्ली, मुंबई, अहमदाबाद, लंदन हीथ्रो और लंदन गेटविक एयरपोर्ट पर श्रद्धांजलि देंगे।

उड़ान भरने के तुरंत बाद 'रन' से 'कटआफ' मोड में एक साथ चले गए थे। विमानन क्षेत्र के कुछ विदेशी विशेषज्ञों का कहना था कि यह स्विच मानवीय चूकों के कारण बंद हुए। इंडियन पायलट संघ ने इन दावों को सिरे से नकार दिया था।

पहली बार पति से मिलने लंदन जा रही खुशबू भी हुई थी हादसे की शिकार

शत्रुघ्न शर्मा • जगरण

अहमदाबाद : विमान हादसे के एक साल आज पूरे हो गए हैं। इसमें जान गंवाने वाली खुशबू के स्वजन भयानक हादसे के बारे में सोचकर आज भी कांप जाते हैं। राजस्थान के छोटे से गांव हराबा की 23 वर्षीय खुशबू का विवाह लंदन में रह रहे विपुल सिंह राज पुरोहित से हुआ था। वह विवाह के बाद पहली बार पति से मिलने जा रही थी, लेकिन विमान हादसे का शिकार हो गई। ससुर गजेंद्र सिंह राज पुरोहित बताते हैं कि उनके परिवार की खुशियां ही उजड़ गईं। यह एक वर्ष बहुत दर्द में बीता है। बहू को खुशी-खुशी विदा किया था। अब उसके वीडियो ही



स्वजन के साथ खुशबू • इंटरनेट मीडिया

हमारे जीवन का हिस्सा बन गए हैं। गजेंद्र अपनी बहू को याद करते हुए कहते हैं कि विगत वर्ष जनवरी में बेटे विपुल का विवाह जोधपुर के हराबा गांव की खुशबू के साथ हुआ था। विवाह के बाद बेटा लंदन चला गया। खुशबू ने जाकर मिलने का वादा किया, लेकिन वह वादा पूरा नहीं कर सकी।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

12 JUNE 2026

अहमदाबाद विमान हादसे की न्यायिक जांच हो : पायलट एसोसिएशन

राज्य व्यूरे, जागरण, अहमदाबाद : भारत के पायलट संगठन ने अहमदाबाद विमान दुर्घटना की जांच को लेकर कई सवाल उठाते हुए इस भयानक हादसे की न्यायिक जांच कराने की मांग की है। साथ ही सीवीआर और ब्लैक बॉक्स को जांच के लिए अमेरिका भेजने पर भी आपत्ति जताई है।

फेडरेशन आफ इंडियन पायलट्स के अध्यक्ष कैप्टन सीएस रंधावा ने आरोप लगाया है कि विमान बनाने वाली कंपनी बोइंग की हादसे के लिए ज़ब्तदेही तय की जानी चाहिए। उन्होंने बताया कि विमान के उड़ान से पहले उसकी तकनीकी स्थिति के बारे में सेटेललाइट के जरिए बोइंग, इसके इंजन की निर्माता कंपनी जनरल इलेक्ट्रिक और एयर इंडिया को कोड ट्रांसमिट किए जाते हैं, जिन्हें केवल

फेडरेशन आफ इंडियन पायलट्स ने एएआईवी की जांच पर उठाए सवाल, ब्लैक बॉक्स जांच के लिए अमेरिका भेजने पर आपत्ति की

बोइंग कंपनी ही डिकोड कर सकती है। उड़ान से पहले के 15 मिनट के कोड से हादसे का कारण पता चल सकेगा। जांच समिति में पांच सदस्य हैं, जिसमें उड़ान विशेषज्ञों को महत्व देने के साथ उनकी संख्या बढ़ाने की आवश्यकता है। कैप्टन रंधावा ने कहा कि भारत सरकार ने पहले भारतीय एजेंसी को हादसे की जांच में सक्षम बताया था, लेकिन बाद में ब्लैक बॉक्स और सीवीआर को दो बार अमेरिका भेजा गया। उन्होंने एएआईवी से इस हादसे की पूर्ण रिपोर्ट सार्वजनिक करने की मांग की।

बड़ा सवाल

अमेरिका में अभी तक नहीं हो पाया है विमान के इंजन का विश्लेषण, हादसे में गई थी कुल 260 लोगों की जान, इनमें 241 विमान सवार थे

एक साल बाद भी अहमदाबाद विमान हादसे की जांच रिपोर्ट का इंतजार

जागरण न्यूज नेटवर्क, नई दिल्ली

12 जून, 2025 यानी आज से ठीक एक साल पहले के उस भयावह दृश्य को भला कौन भूल सकता है जब अहमदाबाद से लंदन के लिए उड़ान भरने के चंद सेकंडों बाद ही एअर इंडिया का बोइंग-787 ड्रीम लाइनर विमान दुर्घटना का शिकार हो गया था और 260 लोग अकाल जान गंवा बैठे थे। सिर्फ एक यात्री आश्चर्यजनक रूप से बचा था। यह पिछले कुछ दशकों में सबसे बड़े विमान हादसों में से एक था। इस हादसे के एक साल बाद भी सबसे बड़ा सवाल ये है कि दुर्घटना हुई तो हुई कैसे? जांच रिपोर्ट का बेसब्री से इंतजार किया जा रहा है, खासकर पीड़ित परिवारों द्वारा। सूत्रों के अनुसार विमान के इंजन का अभी तक विश्लेषण नहीं हो पाया है।

रायटर के अनुसार एअर इंडिया की उड़ान संख्या एआई-171 के दुर्घटनाग्रस्त होने की जांच भारत का विमान दुर्घटना



अहमदाबाद में हास्टल की इमारत में घुसा एअर इंडिया के दुर्घटनाग्रस्त बोइंग-787 ड्रीम लाइनर विमान का पिछला हिस्सा। फाइल

एयर इंडिया कर्मों आज रखेंगे दो मिनट का मौन

ग्रेट्र के अनुसार, एअर इंडिया के कर्मचारी अहमदाबाद विमान दुर्घटना के मृतकों को श्रद्धांजलि देने के लिए शुक्रवार को अपने कार्यस्थलों पर दो मिनट का मौन रखेंगे। यह दो मिनट का मौन भारतीय समयानुसार दोपहर 1:39 बजे से 1:41 बजे तक रखा जाएगा। कर्मचारी एयरलाइन के मुख्यालय, प्रशिक्षण अकादमी, दिल्ली, मुंबई, अहमदाबाद, लंदन हीथ्रो और लंदन गेटविक एयरपोर्ट पर श्रद्धांजलि देंगे।

96% पीड़ित परिवारों को 25 लाख की अंतरिम मुआवजा राशि दी जा चुकी

एएनआई के अनुसार, हादसाग्रस्त हुए विमान के 96% पीड़ित परिवारों को 25-25 लाख की अंतरिम मुआवजा राशि का भुगतान किया जा चुका है। एयरलाइन के सूत्रों के अनुसार, शेष मामले मुख्य रूप से उन परिवारों के हैं जहां दस्तावेज अधूरे हैं या पारिवारिक विवाद चल रहे हैं। दुर्घटना में घायल हुए लोगों के बारे में एयरलाइन ने कहा कि जिन्हें जमीन पर चोटें आईं, उनमें से 94% को मुआवजा मिल चुका है।

जांच ब्यूरो (एएआईबी) और अमेरिकी सुरक्षा एजेंसियों द्वारा संयुक्त रूप से की जा रही है। हादसे के एक साल बाद भी अंतिम रिपोर्ट सामने न आने की वजह अमेरिका में

इंजन का विश्लेषण नहीं हो पाया है। अंतरराष्ट्रीय नियमों के अनुसार, विमान हादसे की अंतिम रिपोर्ट एक साल में आ जानी चाहिए।

इस हादसे के बाद पिछले साल एक प्रारंभिक रिपोर्ट में बताया गया था कि विमान के इंजन के ईंधन नियंत्रण स्विच उड़ान भरने के तुरंत बाद "रन" से "कटआफ" मोड में चले गए थे। इससे दोनों इंजनों को ईंधन की आपूर्ति नहीं हो पाई। विमानन क्षेत्र के कुछ विदेशी विशेषज्ञों का कहना था कि यह स्विच मानवीय चूकों के कारण बंद हुए। हालांकि इंडियन पायलट संघ ने इन दावों को सिर से नकार दिया था।

रायटर ने पिछले महीने सबसे पहले यह रिपोर्ट दी थी कि भारतीय अधिकारी इस दुर्घटना की पहली बरसबी से पहले फाइनल रिपोर्ट के बजाय एक अंतरिम रिपोर्ट की तैयारी में जुटे थे, क्योंकि अंतिम रिपोर्ट में अभी समय लगेगा।

(संबंधित खबरें पेज-5 पर)

MB Patil: Restore B'loru-Shivamogga Flights Under UDAN

Our Bureau

Bengaluru: Karnataka infrastructure development minister MB Patil has urged the Centre to include the Bengaluru-Shivamogga air route in the next UDAN bidding round to restore suspended flight services.

Suspension has affected passengers seeking onward domestic and international connections via B'loru

In a letter to Union civil aviation minister Ram Mohan Naidu, Patil said the route is crucial for the economic and tourism growth of the Malnad region and parts of central Karnataka.

The Shivamogga Airport commenced operations in February 2023, following which IndiGo operated flights between Shivamogga and Bengaluru. The service, however, has remained suspended for the past few months, according to a statement from the infrastructure development department.

Patil said air connectivity between the two cities is vital for supporting the economic, agricultural, tourism and industrial growth of districts such as Shivamogga,



Chikkamagaluru, Uttara Kannada, Davanagere, Chitradurga and Haveri. The suspension has also affected passengers seeking onward domestic and international connections via Bengaluru, said the statement.

The minister sought inclusion of the route under the UDAN scheme with support through the government's Viability Gap Funding (VGF) mechanism to improve its commercial viability and facilitate the resumption of services.

Patil also said work on night-landing facilities at the Shivamogga Airport is progressing rapidly and that the required infrastructure is already in place.

He urged the Centre to take early steps to restore the service for the benefit of the region.

'AI ENGAGING WITH FAMILIES FOR FINAL SETTLEMENTS'

'Nearly ₹300crore Given to AI Crash Victims' Families'

Forum Gandhi

Mumbai: Air India and Tata Sons have disbursed nearly ₹300 crore to families affected by the AI171 crash ahead of the tragedy's first anniversary on June 12. Families of 96% of the deceased have received Air India's ₹25 lakh interim compensation, while 91% have received Tata Sons' ₹1 crore ex-gratia payment through the AI171 Memorial and Welfare Trust, the airline said, as families wait for closure from the Accident Investigation Bureau (AAIB) report.

Air India also said 94% of those injured on the ground have received either interim or final compensation, while discussions on final settlements are underway.

The disaster, involving a London-bound Boeing 787 Dreamliner that crashed shortly after takeoff from Ahmedabad, killed 241 of the 242 people on board and several people on the ground, making it one of the worst aviation accidents in India's history.

With most interim payments completed, Air India has started engaging families on final settlements. "Families or individuals have absolutely no deadline or pressure to accept our offer within a set timeframe," the airline said in a statement to **ET**.

According to the carrier, the remaining compensation cases are largely linked to incomplete documentation, unresolved succession matters or disputes among family members. For third-party liabilities, Air India said 94% of individuals injured on the ground "have either got one time full and final compensation or interim compensation, based on the nature of injury incurred and any loss of livelihood."

The compensation exercise has progressed even as the formal investigation remains incomplete. Nearly a year after the crash, the



FILE PHOTO

Aircraft Accident Investigation Bureau (AAIB) is yet to release its interim report into the accident, with the findings expected to provide the first official account of the sequence of events that led to the crash.

The accident occurred at a critical stage in Air India's transformation under Tata Group ownership, placing the carrier under intense scrutiny from regulators, passengers and the global aviation industry. The investigation is also being closely watched internationally because it involved a Boeing 787, one of the world's most widely used long-haul aircraft.

Alongside compensation efforts, Air India has continued the process of returning personal belongings recovered from the crash site. The airline said it catalogued more than 22,000 items with the help of an external specialist and has returned belongings linked to 139 of the 187 deceased passengers and crew in India and the UK.

The carrier said all recovered items underwent "multiple layers of checking" before being handed over to families. It added that all digital devices recovered from the wreckage were subject to mandatory screening by Indian authorities. Of the 25 devices recovered, 16 have been returned so far.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

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One year after AI171 crash, safety reforms reshape Air India

NITIN KUMAR
& AKBAR MERCHANT
New Delhi/Mumbai, June 11

ONE YEAR AFTER Air India flight AI171 crashed shortly after take-off from Ahmedabad, killing 241 people onboard, the airline and aviation regulators say a series of measures introduced since the accident have strengthened oversight of aircraft operations, fleet reliability and crew fatigue management.

The crash, one of the deadliest aviation accidents involving an Indian carrier in recent decades, prompted heightened scrutiny of Air India's operations and accelerated regulatory efforts to strengthen safety monitoring across the sector.

For Air India, the accident

came at a crucial stage in the Tata Group's turnaround of the airline. While fleet renewal and network expansion were already underway, safety and operational reliability moved to the centre of the transformation effort following the crash.

The airline undertook detailed inspections of its Boeing 787-8 and 787-9 fleet under the supervision of the Directorate General of Civil Aviation (DGCA), while introducing additional pre-flight checks and maintenance reviews. According to Air India, the inspections did not identify any safety concerns. Separate inspections of fuel control switch mechanisms on Boeing 737 and Boeing 787 aircraft also yielded no findings.

Since then, the carrier has

AFTERMATH OF THE ACCIDENT

■ Air India undertook detailed inspections of its Boeing 787-8 and 787-9 fleet under DGCA's supervision

■ The airline expanded its risk-based audit framework, with its Delhi hub now undergoing audits twice a year



expanded fleet reliability programmes and incorporated more than 35 engineering and reliability improvements into its Boeing 787 retrofit programme. It has also strength-

ened maintenance planning and spare-parts support aimed at reducing technical disruptions and improving aircraft availability.

The response extended

beyond aircraft operations. Air India said it deployed a network of 265 psychologists to support employees and their families in the aftermath of the accident, while more than

■ Following the crash, the DGCA ordered enhanced inspections of Air India's Boeing 787 fleet

■ The regulator has since accelerated implementation of safety management system (SMS) oversight in line with global practices

900 cabin crew members received structured mental health assistance. The airline has also expanded its risk-based audit framework, with its Delhi hub now undergoing audits twice a year and other stations audited annually.

Following the crash, the DGCA ordered enhanced inspections of Air India's Boeing 787 fleet covering engine controls, fuel monitoring systems, hydraulic systems and take-off parameters. Additional pre-departure checks were also mandated for flights originating from India.

The regulator has since accelerated implementation of safety management system (SMS) oversight in line with global practices, placing greater emphasis on risk identification and safety monitoring.

Report to miss deadline with GE engines probe pending

INVESTIGATORS WILL MISS Friday's one-year deadline to explain why an Air India jetliner crashed right after take off because an examination of the Boeing plane's engines in the US still needs to be completed, according to people familiar with the matter.

Instead, India's Aircraft Accident Investigation Bureau will likely issue a status report this week focused on the reasons behind the delay, the people said. A final report is then expected within three months, the

people said, asking not to be named because the information is confidential.

Studies of the GE Aerospace engines should be concluded by then. The examination is occurring in the US because there are only a few places globally that can dismantle engines properly and have the necessary tools to do so, one of the people said. Flight AI 171 crashed June 12, 2025, just 32 seconds after lifting off from Ahmedabad en route for London.

—BLOOMBERG

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FREE PRESS JOURNAL

MUMBAI

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The Air Canada story: 7 years, over 900 flights and no licence



FPJ News Service
MUMBAI

Air Canada pilot **Geoffrey Wall** has been charged with flying tens of thousands of passengers over nearly 17 years using a fake pilot's licence, according to Canadian police.

He was arrested on June 1 after investigators alleged he

commanded more than 900 domestic and international flights between 2009 and 2025 without obtaining the required licence or completing mandatory testing, CNN reports. "This investigation and the details surrounding it read like a movie script," Peel Regional Police Deputy Chief Milinovich said in Ontario. "(Wall) rose to the position of

pilot in command where for almost 17 years they flew Boeing 767s, 777, and 787s," while earning nearly \$3 million Canadian dollars (more than \$2 million US dollars) salary. The case has drawn comparisons to the 2002 film *Catch Me If You Can*, in which a teenager successfully poses as a PanAm pilot.

CONTINUED ON NATION

The Air Canada...

Police said Wall held a commercial pilot licence throughout his 27-year career at Air Canada but never possessed the Airline Transport Pilot License for Aeroplanes (ATPL-A) required after his promotion to captain in 2009.

"This is very similar to a doctor that is licensed to practice family medicine but is doing brain surgery in their office," Milinovich said. "There's additional requirements and regulations to professional designations that exist for a reason."

"We believe the accused misrepresented his qualifications to both his employer and the regulator," Milinovich said.

Investigators said a routine review of Wall's credentials in 2025 uncovered "anomalies... within the pilot license documentation," prompting Air Canada to alert regulators.

Wall retired in 2025 before the regulatory and criminal investigation, known as Project Icarus, began in January.

CNN said it was unable to immediately identify a lawyer representing Wall.

Air Canada stressed that Wall was a licensed commercial pilot and had repeatedly demonstrated his ability to safely operate large aircraft.

"Safety was not compromised by this incident because all pilots at Air Canada undergo mandatory recurrent training every six months to validate their flying competency, including a flight check with a certified Transport Canada check-pilot every 12 months," the airline said in a statement posted on Monday.

"However, appropriate licensing is an essential layer of the airline industry's multi-layered approach to safety, so Air Canada takes this matter with utmost seriousness," the airline went on to say.

Police said Wall has been fined by Transport Canada and faces seven criminal charges, including fraud over \$5,000, two counts of uttering forged documents and three counts of possession of a counterfeit mark. He is scheduled to appear in court on June 29, 2026.



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12 JUNE 2026

रायपुर जाने वाली इंडिगो उड़ान डायवर्ट

रायपुर। दिल्ली से रायपुर आ रही इंडिगो की एक उड़ान को गुरुवार रात खराब मौसम के कारण नागपुर डायवर्ट करना पड़ा। विमान में छत्तीसगढ़ के उपमुख्यमंत्री अरुण साव, पूर्व मुख्यमंत्री भूपेश बघेल, प्रदेश कांग्रेस अध्यक्ष दीपक बेंज समेत कई राजनीतिक नेता सवार थे। अधिकारियों के अनुसार, इंडिगो की उड़ान 6ई-5138 को रात करीब नौ बजे रायपुर के स्वामी विवेकानंद हवाई अड्डे पर उतरना था।



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HINDUSTAN

DELHI

12 JUNE 2026

वो मंजर याद आते ही कांप उठता है कलेजा



■ चंदन द्विवेदी

पटना। फ्लाइट संख्या 171 अहमदाबाद-लंदन एयर इंडिया विमान हादसे के एक बरस बीत गए, लेकिन हादसे के जखम अब भी ताजा हैं। 12 जून 2025 को हुए इस भयानक हादसे में जिन घरों के चिराग बुझे वहां अब भी मातम पसरा है।

अपने परिवार के सदस्यों को एक झटके में खो देने का मलाल परिजनों को आंसुओं से भीगो देता है। हादसे के बाद परिजनों की व्याकुलता की कई अनसुनी दास्तां भी हैं। इस विमान हादसे के तुरंत बाद एक राहत और बचाव दल का हिस्सा रहे पटना के असजद सलीम चार महीने तक

ट्रॉमा की स्थिति कई दिनों तक बनी रही

एक समय पटना में स्पाइस जेट से जुड़े रहे असजद बताते हैं कि घटनास्थल पर चार महीने तक काम के बाद एक प्रकार का ट्रॉमा झेलते रहे। रात में अचानक नींद खुल जाती थी। हादसे में पटना की कू सदस्य की भी मौत हुई थी। असजद के पूर्व में सहयोगी रहे तीन कर्मियों की मौत इस हादसे में हुई थी।

हादसा स्थल के आसपास मौजूद रहे। असजद अभी दुर्बल हैं। एक ऐसी कंपनी में हैं, जिसका काम विमान से जुड़े हादसों के बाद राहत और बचाव में सहयोग करने के साथ मौके से सामान और सैपल इकठ्ठा करना है। इस कंपनी से एयर इंडिया का भी करार था। हिन्दुस्तान से बातचीत में उसने जो कहानी सुनाई

खुल गया था विमान का चेक इन लगेज बॉक्स

असजद बताते हैं कि मेडिकल कॉलेज के कैपस में जहां विमान का हिस्सा था उसके आसपास चेक इन लगेज बिखरे पड़े थे। इस लगेज में टैग भी था। कई लगेज के सामान पूरी तरह सुरक्षित थे। विमान का टेल जैसे ही मेडिकल कॉलेज के हॉस्टल से टकराया वह लगेज बॉक्स खुल गया जिससे सारे सामान गिर गया।

वह घटना की भयावहता की तस्वीर बयां करती है। हादसे के तुरंत बाद इस संबंधित कंपनी की 40 लोगों की एक विशेष टीम अहमदाबाद पहुंची। असजद इस टीम का हिस्सा थे। वे बताते हैं कि दुर्घटना के बाद मलबे के बीच मानव शरीर के हिस्से ढूंढना चुनौतीपूर्ण था। हर जगह विमान के टुकड़े पड़े थे। एक विशेष यूनिफॉर्म

राहतकर्मी ने सुनाई दास्तां

- एयर इंडिया की फ्लाइट 171 अहमदाबाद-लंदन के हादसे के एक बरस बीते
- राहतकर्मी के तौर चार महीने काम करने वाले पटना के असजद सलीम ने सुनाई हादसे की दास्तां
- असजद सलीम ने कहा, मुझे इतनी बेचैनी हुई तो परिवार खोने वाले लोगों को कैसा लगता होगा

में आठ से दस घंटे तक काम करना मुश्किल था। बदबू और दुर्गंध के बीच रोते बिलखते परिजन स्मृति के तौर पर मृत सदस्य की छोटी सी निशानी ढूंढ रहे थे। कोई शर्ट के कॉलर से पहचाना गया। टीम ने दिन रात एक करके 50 हजार सामान की सैपलिंग की। हर एक सैपल का विशेष कोड जेनरेट किया गया।

AI-171: A year on, no cause, no closure

Neha LM Tripathi and Maulik Pathak

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NEW DELHI/AHMEDABAD: The Aircraft Accident Investigation Bureau is expected to release a status update on Friday on its investigation into the crash of Air India flight 171, nearly a year after the accident, officials who asked not to be named said. But the document will not establish what brought the aircraft down, with the examination of its engines still underway.

The update will set out the work completed and the areas still under examination, and little beyond that, by their account. What it will not do is settle the question the past year has been fought over: whether the fuel to both engines was cut by human hand or by a fault in the aircraft. "It should not be seen as a document that will establish the cause," a ministry official said. The Federation of Indian Pilots urged the civil aviation ministry not to issue it at all, warning that an update again stopping short of the cause would only deepen the confusion.

What is known is narrow. AI-171 lifted off from Ahmedabad a little after lunchtime on June 12 last year, bound for London Gatwick with 242 aboard. In the last of the roughly thirty seconds it stayed in the air, the cockpit voice recorder caught one pilot asking the other why they cut off fuel to engine; and the other said he hadn't. "In the cockpit voice recording, one of the pilots is heard asking the other why did he cut off. The other pilot responded that he did not do so," the AAIB preliminary report released in July stated. Both engines lost power and the Boeing 787-8 came down onto the hostel canteen of BJ Medical College, where students were eating. The crash killed 241 of the 242 on board and 19 on the ground. One passenger survived. The preliminary report, a month later, recorded the exchange and went no further—no cause named, neither voice identified.

The contest over what happened has run outward from that one exchange. On one side are the pilots' representatives, who have argued from the first weeks that the crew is being made to answer for a fault in the aircraft. On the

AAIB'S UPDATE WILL SET OUT THE WORK COMPLETED AND THE AREAS STILL UNDER EXAMINATION

other are Western investigators: according to the Italian daily Corriere della Sera, experts with access to the black-box data concluded the captain "almost certainly" moved both switches to cutoff after takeoff, while the first officer, who was flying, tried to recover the aircraft. The Federation of Indian Pilots, which has gone to the Supreme Court for a judicial probe, rejects that reading. "It is too premature to blame the pilots," its president, CS Randhawa, said. Mike Andrews of the US law firm Beasley Allen, acting for more than 150 victims, pointed to the early deployment of the Ram Air Turbine—an emergency device that spins up only on total loss of engine power—as a sign of possible technical fault. "If the cause was clear, there would be no delay in the report," he said.

The last outstanding step is an examination of the engines by GE Aerospace in Ohio, and officials say the report cannot be issued until it is done.

While the cause stays open, families have been asked to treat the matter as closed. HT has seen a Receipt, Discharge and Indemnity form, part of Air India's final compensation, under which ₹35 lakh is treated as full and final—releasing not only Air India but Boeing, GE Aerospace, Safran, Honeywell, government agencies and the airport operator from liability, before any finding has established what those parties did or failed to do. Air India said the offer carried no deadline and was open to all families who preferred not to wait for the investigation.

Muktiben Vansadiya, who lost both her parents on their first-ever flight, said the family had been left to guess. "There are different versions, but no clear answer."

Among the dead was Vijay Rupani, the former Gujarat chief minister. His son Rushabh said the family trusts the investigation. "When you have an umbrella, it protects you from everything," he said. "Once it is gone, you are exposed."

FIELD OF DEBRIS

Air India flight 171 ploughed into the BJ Medical College hostel seconds after take-off. As the Boeing 787 Dreamliner tore through trees, buildings and eventually went up in a ball of flames, its debris scattered across the compound. AAIB's preliminary investigation report details where the jet's fragments were found



Seconds to disaster



(From top) Air India Flight 171 shortly after take-off; the aircraft descending moments before impact; fire and smoke billows after the crash; and the lone survivor (encircled) at the accident site, in Ahmedabad on June 12, 2025.

Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

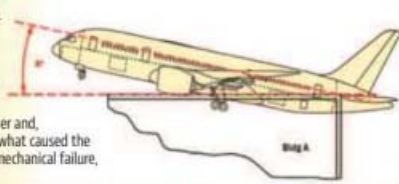
12 JUNE 2026

SOME QUESTIONS ANSWERED, OTHERS REMAIN

The Aircraft Accident Investigation Bureau's preliminary report released in July last year provided some crucial details of what happened and what could be ruled out. But there were many questions left open for a probe that has since completed one year.

WHAT CAUSED THE CRASH?

Simply put, the engines were starved of fuel. The report stated the flight data recorder detected both engine fuel switches "transitioned from RUN to CUTOFF position one after another with a time gap of 01 sec", roughly three seconds after the plane lifted off from the ground. This caused loss of power and, therefore, lift. The report did not determine what caused the switches to move—whether human action, mechanical failure, or electronic malfunction.



WHAT POTENTIAL CAUSES WERE RULED OUT LAST YEAR?

Several factors have now been eliminated:



Weather:
Good conditions for flight with light winds and clear skies



Bird strike: No evidence in CCTV footage or physical examination



Aircraft configuration:
Flaps correctly set, landing gear retracting normally



Weight and balance:
Within normal operating limits



Fuel quality:
Airport samples tested satisfactory



Engine problems:
Both engines operating normally until fuel cutoff

DOES THIS MEAN A PILOT WAS RESPONSIBLE?

We don't know yet. The voice recording reveals one pilot asked the other why he cut off fuel, and the colleague responded he did not. It does not rule out human error, action, and neither suggests fuel cut-off may have been unintentional.

WHAT HAPPENED IN THE COCKPIT?

First Officer Clive Kunder was pilot flying while Captain Sumeet Sabharwal was monitoring—standard practice where the junior pilot flies and senior captain supervises. The report provides only paraphrased communications relating to the fuel cutoff switch: "one of the pilots is heard asking the other why did you cutoff. The other pilot responded that I did not do so." It does not give a full transcript, or identifies who said what.

COULD THE CREW HAVE RECOVERED THE PLANE?



The pilots made a valiant attempt to save the aircraft. Within 10-14 seconds of fuel cutoff, they moved both switches back to "RUN". Both engines began restart sequences—engine 1 showed recovery signs, engine 2 attempted relight. However, recovery was ultimately impossible due to insufficient time and altitude. At only 625 feet when engines stopped, restart procedures need significantly more than the 29 seconds available before impact. Jet engines typically require several minutes and higher altitudes for successful restart.

WERE THERE ANY PROBLEMS WITH THE PLANE?

Aircraft VT-ANB had a clean maintenance record with no fuel control switch defects since 2023. All inspections were current with valid airworthiness certificates. But, a 2018 US Federal Aviation Administration bulletin addressed potential fuel control switch locking mechanism problems on Boeing aircraft, including the 787. Over the last year, several reports cited signs there were errors prior to the flight but those are yet to be officially acknowledged.



Fuel switches and their working

WHAT ARE FUEL SWITCHES?

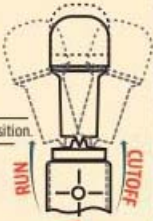
They are toggles that regulate fuel flow into a plane's engines. Pilots use them to start or shut down engines on the ground or to manually shut down or restart engines during an engine failure.

THE MODEL IN QUESTION

The Honeywell 4TL837-3D fuel switches are located just below the thrust lever:

HOW DO THEY WORK?

- The two fuel control switches on a 787 are located below the thrust levers.
- The switches are spring-loaded to remain in position.
- Two modes: "CUTOFF" and "RUN".
- To change one from run to cutoff, a pilot has to first pull the switch up and then move it from run to cutoff or vice versa.



The forgotten copilot of Air India flight 171

A year since the tragic crash of Air India flight AI 171 that cost 260 lives on June 12, 2025, the Ministry of Civil Aviation (MoCA), Government of India, and its Air Accident Investigation Bureau, have strayed from their promised “transparent and factual” path. The only piece of information that is available to us is the Preliminary Report that was published in July 2025. The cryptic report has hidden pointers that are worth highlighting, in the absence of any final report.

The flood of false narratives spread by some sections of mainstream media and social media compel this writer to highlight issues. The usual tendency of the MoCA and the Directorate General of Civil Aviation (DGCA) to conceal the truth and place the blame on the pilot has, in this case, taken a different turn. Instead, there is a defence of the captain and playing possum in the face of claims by some pilots’ associations and “aviation illiterates” – as a former National Transportation Safety Board (NTSB) investigator has described them in a YouTube video – that the crash resulted from failures on the part of the airline and the aircraft manufacturer.

Media narratives versus facts

The first clear indication appears on pages 12-13 of the preliminary report which says: “The forward EAFR [Enhanced Airborne Flight Recorder] was located on 16 June 2025 from the wreckage debris beside the Building F.” The forward EAFR records both the digital flight data and voice data from cockpit area mike. It is therefore evident that the AAIB has listened to the cockpit voice recorder (CVR) recording and alerted the MoCA, which in turn informed the Ministry of Home Affairs (MHA). On the same day, June 16, citing intelligence inputs and a perceived threat, the MHA reportedly ordered X-category commando protection for the head of the AAIB. He continues to enjoy this protection at taxpayers’ expense, even as the travelling public and the families of the crash victims remain in the dark.

Certain narratives in the media and social media have been on the report of the fuel control switches (FCS) having transitioned from run to cutoff and then cut-off to run after several seconds delay.

The use of the word “transitioning” in the report is being bandied about as evidence of



Captain A. (Mohan) Ranganathan

Former airline instructor pilot, aviation safety adviser and also a former member of the Civil Aviation Safety Advisory Council (CASAC), India

One year on, the AI 171 investigation demands answers, accountability, and closure

American influence on the report. What is being forgotten is the fact that the FCS is a spring loaded switch that has to be lifted off the run slot, moved over the gate and dropped into the cut-off slot.

The same action is required for moving the switch from cutoff to run. These switches cannot be moved by a software error or a power failure. The only CVR statement in the report mentions this: “one of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so.” The rest of the CVR recordings were apparently shared with the MoCA and the MHA for the threat perception.

The Government of India knew the facts on June 16, 2025 and is still dragging its feet to provide closure to the affected families who are experiencing mental agony.

A red herring

The latest angle that is occupying centre stage is the Ram Air Turbine (RAT). Calculations about when the RAT deployed in flight and how this was due to a major wiring fault are being used by interested parties to digress from the key issue of who moved the FCS to cut off the engines. Page 14 of the report says that the “RAT hydraulic pump began supplying hydraulic pressure at about 08:08:47 UTC”, which is a clear indication the RAT was deployed five seconds earlier, around 08:08:42 UTC.

The report mentions that once the aircraft achieved the maximum recorded airspeed of 180 knots at about 08:08:42 UTC, immediately thereafter, the Engine 1 and Engine 2 FCS moved from run to cutoff position one after another with a time gap of one second.

When both engines were cut off, two things would have happened immediately. The entire instrument panel in front of the copilot would have gone blank and the power supply to the rear EAFR shut. The rear EAFR becomes a lame duck and whatever data the investigators retrieve will only be what is recorded prior to that time. The actual backup of critical data would have been lost had the forward EAFR data not been recovered.

The Boeing 787 Manual lists four conditions that result in the automatic deployment of RAT to provide backup. It also mentions that the RAT can be deployed manually by pressing the RAM Air Turbine switch on the hydraulic panel. This will

be recorded both on the EAFR as well as the sound recorded on the CVR. The clear reason why RAT deployed before the engines were cut off will be evident on both the EAFR and CVR recordings.

Under normal circumstances, when a major emergency takes place on take-off, the Captain must take over the controls and the copilot reverts to pilot monitoring duty even if he was the Pilot flying. The CVR will clearly indicate if that action took place. The EAFR apparently records the flight controls of the copilot side moving during the entire event. In the case of flight AI-171, the delay in moving the FCS for the no. 1 and no. 2 engines, at 08:08:52 and 08:08:56, respectively, can be explained by the circumstances confronting the poor co-pilot: a blank screen, no guidance, both engines without power, and the task of controlling the aircraft with his right hand while attempting to restart the engines with his left hand.

For his low experience on the aircraft type and performing a manoeuvre which is never given for copilots during training, First Officer Clive Kunder did a remarkable job in steering the crippled aircraft away from crowded areas where more lives would have been lost on ground.

Closure requires the truth

There were two pilots on board. The FCS were deliberately moved to cut off the engines. Only one of them could have done it and not a software error or a power system error. If the AAIB could have deciphered the CVR data to alert the MoCA and the MHA as early as June 16, 2025, fishing for excuses to deviate from the facts will only damage the credibility of the Indian aviation system.

The United States NTSB and the Air Accidents Investigation Branch of the United Kingdom have far more experience in deciphering the EAFR/Digital Flight Data Recorder and CVR data than the Indian AAIB or the DGCA. One hopes that the authorities in India do not drag their feet and face the humiliation of the NTSB releasing its own findings, as it did in the SilkAir (1997) and China Eastern (2022) fatal crashes, which ultimately established “Deliberate Human Intervention”.

The families of First Officer Kunder and all those who perished in the crash on June 12, 2025, deserve closure to their mental agony.



Corporate Communications Directorate

MINT

DELHI

12 JUNE 2026

Airlines trim capacity as costs climb

Abhishek Law

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NEW DELHI

India's aviation boom is losing altitude. Capacity across several of the country's busiest airports and air routes weakened between April and June as airlines flew fewer planes amid rising costs and operational disruptions linked to the war in West Asia, weighing on a market that had enjoyed years of strong post-pandemic growth.

The slowdown is visible not just in passenger traffic but also in airline schedules, signalling a broader industry recalibration as carriers grapple with higher fuel costs, airspace restrictions, grounded aircraft and geopolitical uncertainty. Analysts say the cuts reflect supply-side pressures more than a collapse in demand.

For consumers, the capacity cuts are translating into higher airfares across both domestic and international routes. Analysts said airlines have been able to pass on part of the higher operating costs through fuel surcharges and fare hikes, even as passenger demand remains relatively stable.

Available seat capacity across five of the country's nine



The slowdown is visible not just in passenger traffic but also in airline schedules, signalling a broader industry recalibration. HT

busiest airports declined year-on-year during the first quarter of fiscal 2027 (Q1FY27), according to data from UK-based aviation analytics firm OAG, reviewed by Mint.

OAG measures capacity in terms of available seats on sale across domestic and international routes.

Hyderabad recorded the sharpest drop, with capacity falling 12% year-on-year to 3.57 million seats, followed by Chennai, where

capacity declined 8% to 2.48 million seats. Ahmedabad, Mumbai and Kolkata saw declines of 2-3% each. Capacity

For consumers, capacity cuts mean higher airfares across both domestic and international routes

growth was largely flat at Guwahati and Bengaluru, while Delhi and Pune bucked the trend with growth of 9.6% and 6%, respectively.

The impact is also visible on key domestic corridors. OAG data shows capacity on eight of the country's busiest metro-to-metro and metro-to-trunk

routes declined 12% sequentially in June to 2.694 million seats available so far, from 3.049 million seats in May.

Among the major corridors witnessing fewer flights are Mumbai-Delhi—the country's busiest air route, Bengaluru-Delhi, Bengaluru-Mumbai, Delhi-Hyderabad, Kolkata-Delhi, Delhi-Pune, Mumbai-Chennai, Ahmedabad-Delhi and Delhi-Chennai.

Leading domestic carriers including IndiGo and Air India have indicated capacity moderation in response to (a) sharp rise in aviation turbine fuel on domestic routes during June-August 2026," Supriyo Banerjee, senior vice president and co-group head, corporate ratings, Ica Ltd said.

According to International Air Transport Association's jet fuel price monitor, global average jet fuel prices rose more than 52% between 20 February and 5 June to \$146.25 a barrel.

Data from Directorate General of Civil Aviation show domestic airlines carried around 13.8 million passengers in April, down 4.2% from March and 3.5% lower than a year earlier.

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



Corporate Communications Directorate

THE PIONEER

DELHI

12 JUNE 2026

Pilots' body renews demand for judicial probe into AI-171 crash, opposes interim report release

PIONEER NEWS SERVICE
■ Ahmedabad

The Federation of Indian Pilots (FIP) on Thursday renewed its demand for a judicial probe into the AI-171 crash and urged authorities not to release any interim investigation report, saying it would create further confusion and speculation.

Addressing a press conference on the eve of the first anniversary of the aviation tragedy, FIP president C S Randhawa said the association wants the Aircraft Accident Investigation Bureau (AAIB) to release a final report only after completing a comprehensive investigation. He also alleged that the ongoing probe has several shortcomings and has unfairly shifted focus towards the pilots. On June 12, 2025, the London-



bound AI-171 flight crashed into the BJ Medical College hostel in Ahmedabad's Meghaninagar, killing 260 persons, including 241 on board and 19 on the ground. Only one passenger survived.

Referring to media reports suggesting the AAIB may soon issue an interim report, Randhawa said such a move would create further

confusion and speculation.

"If there is no conclusion from the investigation, releasing an interim report will only lead to more misunderstandings. The final report should be issued whenever the probe is completed," he said. The FIP, which represents over 5,400 pilots and aviation professionals, has already

approached the Supreme Court seeking a judicial probe into the crash. He reiterated that a judicial probe is necessary.

Randhawa alleged that the AAIB's preliminary report, released in July last year, led to speculation about pilot error after it referred to the movement of fuel control switches. "The Western media immediately built a suicide theory around a brief cockpit voice recorder transcript.

We strongly condemned those reports. It is too premature to blame the pilots," he said. He claimed that the Boeing aircraft had a history of technical issues, including a stabiliser defect and problems linked to pressurisation and air-conditioning systems, before operating the ill-fated flight. According to Randhawa, the investigation has not adequately

examined the possibility of electrical system failures on the Boeing 787 aircraft.

"Our stand from day one has been that there were electrical issues which need a thorough investigation. No pilot touched the fuel control switches.

The fuel supply may have been cut off because of electrical failures affecting aircraft systems," he alleged. He also questioned why the lone survivor, Vishwash Kumar Ramesh, was reportedly interviewed by investigators nearly 10 months after the crash.

"He was the only survivor and could have provided crucial evidence. Yet he was questioned much later, while efforts were allegedly made to investigate the mental health of the pilots soon after the accident," Randhawa said. The FIP president further

AIR INDIA STAFF TO OBSERVE 2-MIN SILENCE TODAY

New Delhi: Air India staff will observe a two-minute silence at their workstations on Friday as a mark of respect for those who passed away in the fatal crash of its plane on June 12 last year. "Employees may observe this moment at their workstations; those at airport check-in counters or engaged in essential ground or flight duties may continue their responsibilities as required," the airline said in an e-mail to the staff. The two-minute silence will

be observed from 1:39 pm to 1:41 pm (IST). Air India's Boeing 787-8 or Dreamliner with registration VT-ANB enroute to London Gatwick crashed soon after takeoff on June 12, 2025, killing 241 people onboard and 19 on the ground. One passenger survived while all 12 crew members died in the accident that happened during the initial climb. Among the passengers who died were citizens from the UK, Portugal, and Canada. (PNS)

claimed that several messages, in the form of numerical codes, relating to the aircraft's health monitoring systems were transmitted to Boeing and Air India before the crash and should be examined by investigators.

He also criticised the composition of the investigation team, alleging that more subject matter experts, including experienced pilots, engineers and flight safety specialists, should have been included in the probe.

हवाई सफर होगा महंगा : सरकार ने विमान ईंधन में की 10% की भारी बढ़ोतरी

नई दिल्ली। वैश्विक स्तर पर कच्चे तेल के दाम में उतार-चढ़ाव के बीच घरेलू एयरलाइंस के लिए विमान ईंधन (एटीएफ) से जुड़ी नई योजना पेश की। इसके तहत सरकार ने मंगलवार को एटीएफ की कीमतों में

■ बाजार दर से बचने का अनोखा विकल्प

10 फीसदी की वृद्धि की है, पर इसके साथ ही एयरलाइंस को अगले तीन साल तक के लिए ईंधन की दरें स्थिर रखने का विकल्प दिया गया है। इस वृद्धि के बाद एटीएफ की कीमत 104.927 रुपये से बढ़कर 115 रुपये प्रति लीटर हो जाएगी। योजना के दायरे में आने वाली घरेलू एयरलाइंस को तीन साल तक इसी दर से ईंधन मिलेगा। जो एयरलाइंस इसे स्वीकार नहीं करेंगी, उसे अंतरराष्ट्रीय एयरलाइंस की तरह



बाजार दर पर ईंधन मिलेगा, जो फिलहाल 142 रुपये प्रति लीटर है। यह योजना एच्छिक है।

एयरलाइंस को मिला 3 साल का फिक्स रेट विकल्प कीमतों में बढ़ोतरी के झटके के साथ ही सरकार ने घरेलू एयरलाइंस

घरेलू एयरलाइंस इस योजना को स्वीकार करेगी, उसे अगले तीन वर्षों तक वैश्विक बाजार में होने वाले उतार-चढ़ाव से मुक्ति मिल जाएगी और उन्हें लगातार 115 रुपये प्रति लीटर की तय दर पर ही ईंधन मिलता रहेगा। इससे कंपनियों को अपनी परिचालन लागत का दीर्घकालिक बजट बनाने में आसानी होगी।

योजना से बाहर रहने पर भुगतान होगा बाजार का जोखिम

मंत्रालय के सूत्रों के मुताबिक, सरकार की ओर से पेश की गई यह नई योजना पूरी तरह से ऐच्छिक है। जो भी घरेलू विमानन कंपनियां इस सरकारी योजना के दायरे में नहीं आना चाहती हैं, उन्हें अंतरराष्ट्रीय एयरलाइंस की तर्ज पर बाजार की मौजूदा दरों पर ही ईंधन खरीदना होगा।

कंपनियों को बड़ी राहत देने के लिए एक नई और अनोखी योजना भी पेश की है। इस नई योजना के तहत एयरलाइंस कंपनियों को अगले तीन साल तक के लिए ईंधन की दरें स्थिर रखने का विकल्प दिया गया है। इसका मतलब यह है कि जो भी

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

11 JUNE 2026

The Kin Of The Victims Of The AI 171 Crash Want More Than An Abstract Sense Of Closure. They Have Been Demanding The Release Of The Accident Report, For Which They Have Been Waiting For Almost A Year. The Frustrating Quest For Personal Effects Sharpens Despair

STILL SEEKING TRUTH IN DEBRIS OF UNCERTAINTY

Team TOI

The haze of unanswered questions has not been cleared even on the first anniversary of one of the deadliest aviation disasters in history: For Parth Patel of Anand, June 12 is not merely the date on which Air India Flight AI 171 crashed shortly after take-off from Ahmedabad, killing 260 passengers and people on the ground.

Patel said it is a date on which grief was created to simmer indefinitely fuelled by a "frustrating lack of answers, accountability and closure". The crash claimed the lives of his mother, Hemangini, 58, uncle Rajnikant, 58, and aunt Divya, 54. The three had boarded the Boeing 787 Dreamliner for what was meant to be a joyous family journey to London, where Parth's cousin Dhvani was scheduled to receive her MBA degree from Middlesex University.

"Everyone is calling this a tragedy. That is wrong. It was a massive systemic failure," Patel said. "A year has passed and we still do not have a final report or any real accountability. The promises of justice remain only words on paper."

Where is the report?

The anguish about missing accountability and the long-pending report is shared by the kin of other victims. One of them is Devarsh Patel, the son of Dilip and Meena Patel from Ahmedabad, who died in the crash.

"We want closure, and the data from the black box must be given to the relatives so that we can learn about the reason for the crash," Devarsh said. "Even after a year, the agencies have



ONLY MEMORIES REMAIN: The Patel family from Anand celebrating Dhvani's birthday in 2021



THE LAST SELFIE: Dr Prateek Joshi, his wife, Dr Komi Vyas, and their children — daughter Miraya and sons Pradyut and Nakul



(L) Rozar and Rachana Christian; Elcena Makwana

failed to do so." Anil Vyas of Banskara, Rajasthan, who lost his daughter Komi, goes a step further. "We are demanding that the entire data be made public," he said. For David Christian, who lost his 38-year-old son Rozar and daughter-in-law Rachana in the crash, the report is a matter of right, not just closure. "We deserve to know the cause of the crash," said Christian, a resident of Ahmedabad.

Rajesh Avaiya of Surat lost his younger brother, Hardik, 29, and Hardik's fiancée in the crash. Avaiya's anger over the delayed report has spurred a grim question. He asked, "Is there anything so serious in that report that the authorities are afraid of publishing it? We have tried to talk to ministers, but they are not responding properly."

For Vadodara resident Edwin Pateliya, 71, the wait for the report deepens the trauma. His daughter, Elcena Makwana, 42, died in the crash. "My wife Agnes and I want to know the truth," he said. Elcena was a British citizen.

Vadodara's Mohammad Shethwala, 28, now in the UK, lost his wife Sadikabonu Tapeliwala, 24, and their 2-year-old UK-born daughter Fatima in the crash. "I have not had any proper answers on why this happened. The one-year anniversary is very difficult," he said.

Compensation is not end-all

Another common assertion that threatens the feelings of survivors' kin is that compensation cannot be used as a "case-closed" button.

Parth Patel has called for greater transparency from Air India, the Tata Group, and the Aircraft Accident Investigation Bureau (AAIB), arguing that the disaster cannot be forgotten with compensation.

"Everybody thinks compensation has been offered and the matter is finished. It is not," he said. "A family's grief cannot be reduced to a corporate line item. We want transparency, responsibility, and justice. If systemic failures contributed to the crash, those responsible must be held accountable."

Rajesh Avaiya of Surat said that authorities and the airline must bear greater responsibility than merely offering payouts. "If they think that their duty is limited to paying ex gratia amounts, let me tell them we are ready to pay more than that," he said. "The authorities should be taking our calls, answering our emails, and offering us strong support."

Belongings not returned yet

A year on, many victims' personal effects have not yet been returned to their families. For the kin, their departed loved ones' phones or papers may contain important documents; more than that, the items carry poignant memories of time spent together.

Devarsh Patel said, "Passengers' luggage was distributed in a piecemeal fashion. We have not received the mobile phones of my parents despite writing multiple emails seeking them." He said, "The



phones contain private information. Though we are following up regularly, we are simply not getting answers."

Devarsh's sister, Amishi Sodha, said that her mother was wearing gold ornaments on the AI flight. "There is no mention of their recovery by the authorities," she said. "We have received only a minuscule part of our parents' luggage."

Avaiya said, "Air India had sent us a picture of my brother Hardik's phone. I identified it as belonging to Hardik, but the airline wanted the bill for its purchase." He said, "We contacted Hardik's friends in London and managed to get the bill with their help. We sent the bill to the airline, which is now not responding to our queries."

The family members said they spotted Hardik's bag in various news reports. "The bag had Hardik's name tag. But the airline maintains that it does not have such a bag," Avaiya said.

Even survivor seeks clarity

British national Viswashkumar Ramesh, 39, who walked out of seat 11A as flames engulfed the aircraft, lost his younger brother Ajay in the disaster. A year on, Viswash is still battling burns and other injuries and severe psychological trauma.

His mentor, Sanjiv Patel, said what weighs most on Ramesh is the lack of clarity. "He is looking to make some sense of what happened," he said.

Let this not happen again

In April this year, 15-odd families came together in Ahmedabad to intensify their demand for the release of the data from the cockpit voice recorder (CVR) and flight data recorder (FDR).

A letter, addressed to PM Narendra Modi and marked to the civil aviation minister, the AAIB, the Directorate General of Civil Aviation, and Gujarat CM Bhupendra Patel, made an emotional appeal.

The letter read, "I am writing this letter as a family member of a loved one who

died in the Air India 171 crash. We humbly request the authority to please release the CVR and the FDR data."

The letter goes on to say, "We believe that with this information, steps can be taken to prevent such a tragedy from happening again in the future."

Scripture is giving us solace

Speaking to TOI, Rushabh, the son of ex-CM Vijay Rupani, urged people to have faith in the probe. "This is a major investigation. We hope the investigators are looking at all possible factors," he said. Rushabh added

that the family has drawn strength from the Sanskrit phrase "Charaiveti, Charaiveti," which translates to "Keep walking" or "Keep moving forward." "I believe life must go on, and he (Vijaybhai) continues to shower his blessings on us," he said.

Ex gratia paid to 91% of families

Responding to TOI queries, Air India stated that interim payment of Rs 25 lakh has been made to families of 96% of the deceased, whereas the ex gratia payment of Rs 1 crore has been paid to 91% of the families. "Remaining cases primarily constitute situations where documentation is incomplete, where there are ongoing family disputes, or where families have declined to accept payment," reads the response from AI.

AI spokesperson said 94% of those injured on the ground were also paid one-time compensation. The officials clarified that the amount is "beyond legal compensation requirements". Regarding the passengers' personal belongings found at the crash site, the spokesperson said that over 22,000 items were recovered and preserved. Of the associated personal belongings of the 187 deceased individuals, those belonging to 139 have been returned, whereas of the unassociated personal belongings related to 77 deceased persons, those related to 60 have been returned. "The remaining cases primarily constitute situations in which documentation is incomplete, or where families have declined to accept personal belongings."

A total of 15 families have declined to take the personal belongings of the deceased, according to an AI spokesperson. They claimed that 25 digital devices have been recovered, out of which 16 have been returned to the respective families.

— Prashant Rupera, Naomil Canton, Parag Dave, Tushar Tere, Parth Shastri, Niyati Parikh, Vishal Patadiya and Nimesh Khakhariya

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THE TIMES OF INDIA

MUMBAI

11 JUNE 2026

HC sets aside as 'illegal' DGCA's 2011 suspension of pilot's license

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Mumbai: The Bombay High Court quashed as "illegal and unsustainable" a 2011 DGCA order that had left an Air India pilot grounded, holding that it flouted principles of natural justice. The relief came to Jitendra Varma, 15 years on, in a challenge he filed when he was 46 years old. He had alleged, he was denied his right to a proper hearing.

The HC division bench of Justices Manish Pitale and Shreeram Shirsat agreeing, restored his ATPL license to him. He was "not afforded an opportunity to explain his version before taking the

drastic step of suspension of license," said the HC in its judgment, which also gave DGCA liberty to initiate and complete in 2 months an inquiry after following the rules and procedure and then pass a reasoned order.

The judgment pronounced on June 8, the first day of the court resuming after the summer vacation, set aside the March 12, 2011, license suspension order of the Directorate General of Civil Aviation (DGCA).

Varma had joined AI as a trainee pilot, on getting his commercial pilot license in 1988, was made a co-pilot in 1991 and confirmed in 1992. For

22 years of his service, he was found competent and passed all tests, and with 7,000 flying hours under his belt, he said he was eligible for and issued an Airline Transport Pilot License (ATPL) in Sep 2010 from USA and later from DGCA.

But in March 2011, on a complaint filed in Delhi of alleged forgery in application for ATPL against one captain, he was arrested and released on bail but his licence was suspended sans any show cause notice or opportunity to defend the allegations, hence he thus challenged before the HC.

The DGCA argued that the

captain had obtained the ATPL by submitting "forged ATPL result". The HC observed, "It will also be pertinent to mention here that Respondent has not produced the so-called forged mark-sheet, which was allegedly submitted by the petitioner."

The HC perused the rules governing disqualification of a pilot and said there was complete violation of the rules which require a clearly worded notice to begin with. "The Licensing Authority has conspicuously failed to refer to any forged documents or give any reason as to why it has arrived at the said subjective satisfaction of suspending the license of the petitioner," held the HC.





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THE TIMES OF INDIA

DELHI

12 JUNE 2026

Pilots' body alleges gaps in AI 171 crash probe

TIMES NEWS NETWORK

Ahmedabad: Federation of Indian Pilots (FIP) on Thursday alleged serious deficiencies in Aircraft Accident Investigation Bureau (AAIB)'s probe into the AI 171 crash, questioning the investigation's technical direction and lack of transparency.

The accident on June 12, 2025, killed 260 people. FIP has approached Supreme Court seeking a judicial probe.

FIP president Captain CS Randhawa said the Boeing 787 transmitted at least 10 encrypted "health monitoring" codes before departure and during the flight. "Why has this data not been shared with AAIB? We have written to the ministry to demand that these transcripts be decoded immediately," he said.

"The investigation had prematurely focused on pilots while failing to examine possible electrical failures," Randhawa said, adding Aircraft Communications Addressing and Reporting System messages were omitted from the preliminary report.

FIP also raised concerns about the investigation team's composition and capacity, alleging a conflict of interest as two members were deputed from DGCA. "There are only five people on the investigation board for this entire country... One AAIB investigator has only flown small aircraft. They do not have the expertise for a machine as complex as 787," he said.

Randhawa also slammed AAIB for failing to interview the sole survivor until 10 months after the crash.

Pilots' body again points to electrical failure on flight 171

AI CRASH

A YEAR ON

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 11

A year after Air India flight AI171 crashed shortly after take-off from Ahmedabad, questions over the aircraft's final moments have widened beyond the cockpit, with the Federation of Indian Pilots (FIP) claiming that the Boeing 787 had faced a "plethora of problems", including possible electrical failure, while investigators continue analysing the aircraft's engines before preparing the final report.

With the Aircraft Accident Investigation Bureau yet to release its final findings, the probe has now entered a crucial stage involving detailed examination of aircraft systems, engine components and data that could determine why the flight lost thrust moments after leaving the runway.

FIP president Captain CS Randhawa, while addressing the media in Ahmed-



The tail section of the Air India's flight AI171 from Ahmedabad to Gatwick that crashed on the roof of a building in Ahmedabad on June 12, 2025. FILE

SPECIAL COVERAGE PAGE 9

**FAMILIES AWAIT CLOSURE, DEMAND ANSWERS
FATHER FIGHTS BATTLE TO CLEAR PILOT'S NAME**

abad on Thursday, claimed that the organisation had consistently maintained that AI171 was linked to an electrical failure and argued that several technical questions remained unanswered. Randhawa alleged that the preliminary investigation report did not address multiple aspects related to the air-

craft's condition before the crash, including previous technical issues reported on the aircraft. According to him, the aircraft had arrived from Delhi with a stabiliser-related problem, after which motors were replaced before it was cleared

CONTINUED ON PAGE 8

EDIT: AIR INDIA CRASH

Pilots' body again points to electrical...

for operations. He claimed that the aircraft had also experienced electrical issues affecting the air-conditioning system and other components.

The FIP chief questioned whether these issues received adequate attention during the investigation and argued that all available aircraft data must be examined before reaching a final conclusion.

Randhawa also raised questions over the cockpit voice recorder evidence cited in the preliminary report, arguing that only a brief exchange of around

two seconds was highlighted and that the wider context required examination.

Rejecting what he described as a "pilot suicide theory", Randhawa said the focus should remain on examining technical possibilities rather than drawing conclusions before the investigation was complete.

The FIP has also claimed that aircraft communications data may hold important clues and evidence.

Randhawa said the pilots' body had learnt about Aircraft Communications Addressing and Reporting System messages transmit-

ted by the aircraft before the crash and questioned why such information was not mentioned in the preliminary report.

The federation has argued that such messages could help the investigators understand whether any abnormal system behaviour occurred before the crash.

The pilots' body has further questioned the composition of the investigation team, calling for greater involvement of independent subject matter experts.

Randhawa said while Captain RS Sandhu had been included in the investigation

process, more independent technical experts should be part of the probe to ensure a comprehensive examination of all possible causes.

The federation has also raised concerns over the role of regulators in the investigation, arguing that investigators must maintain complete independence.

Meanwhile, the delay in the final report has brought attention to another critical aspect of the probe — analysis of the aircraft's engines.

Sources said the investigators had been examining the engines and conducted further technical testing, includ-

ing analysis of the engine management unit in France with support from the manufacturer. The engine manufacturer, GE Aerospace, has been involved in the technical examination as part of the investigation process.

The analysis is significant because the investigators are attempting to establish whether any engine-related issue or system interaction played a role in the chain of events before the crash.

However, no final conclusion has been drawn linking the engines or any technical component to the accident.



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THE TRIBUNE

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Air India crash

A year on, probe throws up troubling questions

ON June 12, 2025, tragedy struck Air India flight 171 bound for London from Ahmedabad, sending shockwaves worldwide. It crashed less than a minute after taking off, killing all but one of those on board. Another 19 people on the ground also died, taking the toll to 260. A time-bound impartial and informative inquiry is a basic expectation. A year on, there are more questions than answers on what led to the deadliest crash in Air India's history after the Kanishka bombing in 1985. The investigation continues to spark intense controversy both in India and abroad. Any such probe is complex, but a disturbing aspect has been the free run for insinuation and conjecture. Amid claims of corporate influence and political pressure, it has triggered a debate on the conduct of such inquiries.

The preliminary report, issued by India's Aircraft Accident Investigation Bureau a month after the incident, proved to be contentious. The brief statement, provided without a transcript or any indication of who was speaking, sparked intense speculation about the actions of the pilots. The purpose of an air crash investigation is to find out the exact cause, and also learn from it to improve passenger safety. In the case of AI171, the information revealed led to a backlash. Pilots' groups, safety campaigners, and the bereaved relatives warned against premature narratives undermining the integrity of the investigative process. A more disciplined, professional outlook would have helped.

The final report may well reveal uncomfortable findings. It was the world's first crash involving a 787 Dreamliner, a Boeing model that has been in service since 2011. For the manufacturer, the conclusions will determine its safety, quality and engineering decisions. A troubling question still remains. Is it time for a different approach when investigating air crashes?

A year after London-bound Air India flight 171 went down in Ahmedabad, several questions surrounding India's worst aviation disaster remain unanswered. *The Tribune* Principal Correspondent **Shekhar Singh** tracks the investigation into the crash, the narratives that have emerged and how the families of the 260 killed have been scouring for answers

AWAITING CLOSURE

Tragedy far from over for families of victims as no clarity yet on how plane crashed

THE crash site has been long cleared. Rescue operation ended months ago and compensation discussions have moved forward. But for the families who lost their loved ones in the Air India flight AI-171 crash last June, the most difficult wait continues — the wait for an answer.

As the first anniversary of the Ahmedabad crash approaches, the families of the 260 victims say they still do not know what caused the Boeing 787 to go down moments after takeoff, leaving them trapped between grief and unanswered questions.

On June 12, 2025, the London-bound flight crashed into the BJ Medical College hostel in Ahmedabad's Meghaninagar, killing 260 persons, including 241 on board and 19 on the ground. Only one passenger survived.

In April, a group of bereaved families wrote to Prime Minister Narendra Modi seeking access to the aircraft's cockpit voice recorder (CVR) and flight data recorder data, arguing that they had the right to know what happened in the final moments.

"We don't want money, but only want to know what happened," says Nilesh Purohit, who lost his 24-year-old son. The relatives of other victims also say that while financial assistance is important, it cannot replace clarity about the tragedy. "We want to know the truth about what



Remains of the Air India plane that crashed moments after taking off from the Ahmedabad airport. FILE

caused the crash and whether there was any technical problem," they say in their appeal seeking access to black box information.

The demand for transparency has also been linked to the emotional struggle of identifying and

recovering personal belongings of the victims. A few families have complained that the process of searching through recovered items has added another layer of distress. Kinjal Patel, who lost her mother in the crash, raised con-

cerns over the difficulty the families faced while searching for belongings through digital platforms, saying thousands of listed items and unclear images made the process extremely challenging.

A few relatives also questioned

the communication process, saying families needed more direct updates from authorities during the investigation. Romin Vora, who lost three members of his family, including his mother, brother and daughter, highlighted

the difficulties faced by families relying only on digital communication channels, saying many people were struggling to access the available systems.

The compensation process has also remained a point of discussion. Radhika Rupani, daughter of former Gujarat Chief Minister Vijay Rupani who was among those killed in the crash, has raised concerns over the compensation process. She questioned the requirement of families signing documents linked to final settlements before the completion of the investigation, arguing that families deserved transparency and clarity before closing their claims. In her communication, she said the families needed "answers" and "closure" rather than only financial assistance.

Air India, however, denied that the families were being pressured and said there was no deadline forcing them to accept final compensation. The airline said families were free to wait for the investigation report before deciding on settlements.

However, several families have argued that closure could not come through compensation alone. The sole survivor of the crash, Vishwash Kumar Ramesh, has also spoken about the need for transparency, saying families deserve "honesty, transparency and answers" and that lessons must emerge from the tragedy.

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Questions grow over probe transparency

WITH the first anniversary of the AI171 crash, one question is increasingly being raised within aviation circles in India and abroad: has the investigation met the transparency and reporting standards expected under global aviation norms?

Investigators are yet to issue a final report explaining what caused one of the deadliest aviation disasters in India's history. While delays in complex air crash investigations are not uncommon, aviation experts say international rules require authorities to keep stakeholders informed when inquiries extend beyond a year.

The investigation is being conducted by the Aircraft Accident Investigation Bureau (AAIB) under Annex 13 of the Convention on International Civil Aviation, the globally accepted framework governing aircraft accident probes.

Under Annex 13, accident investigation authorities are expected to release a final report as soon as possible and, where feasible, within 12 months of an accident. If a final report cannot be completed within that period, the investigating authority is expected to issue an interim statement on each anniversary of the occurrence detailing the progress of the investigation and any safety issues identified so far.

Attention is now turning to whether investigators will issue a comprehensive progress update if the final report is not ready. The absence of a final report has created a vacuum that has often been filled by speculation, selective leaks and competing interpretations of the available evidence. Aviation specialists note that transparency serves a critical purpose during prolonged investigations. Apart from informing victims' families, airlines and regulators, periodic updates help maintain public confidence in the investigative process and reduce the risk of unofficial narratives gaining traction.

Several major international investigations have extended well beyond one year because of their technical complexity. However, authorities in countries such as the UK, France, Australia and the US have regularly issued progress reports, factual updates and safety recommendations while final reports remained under preparation. The crash involved multiple international stakeholders, including aircraft manufacturer Boeing, engine maker GE Aerospace, the US National Transportation Safety Board, the UK's Air Accidents Investigation Branch and other foreign agencies participating under ICAO provisions.



96% of families get interim payments

FINANCIAL assistance running into crores has been given to the affected families, personal belongings have been returned, and support systems put in place for them.

Air India and Tata Group mounted a relief and compensation exercise for the affected families. Air India provided interim compensation of Rs 25 lakh each to the families of the deceased. Interim payments had been made to 96 per cent of the families, while the rest of the cases involved incomplete documentation or family disputes, said the airline.

Nearly 94 per cent of those injured on the ground had been provided interim or full compensation, with final settlements based on the nature of their injuries and loss of livelihood.

No deadline had been set for the families to accept the final compensation offer, said an AI spokesperson. Tata Sons also set up the AI171 Memorial and Welfare Trust and announced an ex gratia of Rs 1 crore for the families of the deceased. The airline said 91 per cent of the families had received the assistance.



Suresh (left) and Sita Patni, father and mother of Akash Patni who died in the AI crash, in Ahmedabad on Thursday. REUTERS

Dreamliner's safety nightmare not over yet

WHEN the plane went down, attention immediately turned to the cockpit and the final moments of the flight. Nearly a year later, however, another question continues to linger across the global aviation industry. Has the tragedy reignited concerns surrounding Boeing's flagship 787 Dreamliner programme even before investigators have determined what caused the crash?

Investigators have not identified any design flaw in the aircraft and no connection has been established between the AI171 crash and previous Boeing 787-related incidents. Yet the disaster has once again brought the Dreamliner under intense scrutiny, placing renewed focus on the aircraft's technical history, manufacturing practices and safety record.

The significance of the investigation extends far beyond India for one reason: AI171 was the first fatal accident and the first hull loss involving a Boeing 787 Dreamliner since the aircraft entered commercial service in 2011.

Mega checks post crash turbulence

AIR INDIA on Thursday said it has carried out a series of operational changes, including aircraft inspections, fleet reliability upgrades, stronger audits and employee support measures, as it seeks to rebuild confidence after the crash.

In the immediate aftermath, Air India announced a voluntary safety pause in June 2025, temporarily reducing flights to allow additional checks and operational restructuring.

The airline said the pause enabled detailed inspections of Boeing 787-8 and 787-9 aircraft under DGCA supervision, with no issues found. It also inspected fuel control switch mechanisms of Boeing 737 and 787-8 and found no issues. Air India said the additional aircraft downtime helped accelerate its Fleet Reliability Enhancement Programme covering Boeing 787 and Boeing 777 aircraft. It said reliability programmes on its Boeing 787 fleet increased from 36 to 45 over the past year. Execution of initial programmes improved from nearly 75 per cent to 87 per cent.



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Grief-stricken 91-yr-old father fights battle to clear pilot's name

THE Supreme Court's assurance to a 91-year-old father that the preliminary investigation report does not blame his son has become one of the defining moments in the aftermath of the AI171 crash.

For Pushkaraj Sabharwal, father of Captain Sumeet Sabharwal who was commanding the ill-fated Air India flight that crashed shortly after takeoff from Ahmedabad on June 12 last year, the battle is no longer just about grief. It is about seeking what he calls a fair, independent and technically robust investigation into the tragedy.

Nearly a year after the crash, Pushkaraj has emerged as one of the most determined voices challenging the course of the official investigation. His cam-

paign has now reached the Supreme Court, where he has sought an independent probe into the disaster and questioned what he describes as an increasing focus on the deceased pilots before the investigation has been completed.

The retired father approached the apex court after the release of the Aircraft Accident Investigation Bureau's (AAIB) preliminary report. While the report stopped short of assigning blame or identifying the cause behind the switch movement, media reports and commentary in the months that followed increasingly focused on possible cockpit action. For the Sabharwal family, that transformed a personal loss into a fight to protect the reputation of a pilot who is no



Pushkaraj Sabharwal, pilot's father

longer alive to defend himself.

In his petition, Pushkaraj described the preliminary findings as incomplete and sought the constitution of an independent committee headed by a retired Supreme Court judge and

assisted by aviation experts. The plea argues that the investigation requires wider scrutiny of technical and procedural aspects and should not be confined to theories centred on cockpit action.

The petition also raised concerns over information from the ongoing investigation finding its way into the public domain through selective leaks and media reports before the completion of the inquiry.

The Supreme Court also agreed to examine the matter and issued notice on the petition while tagging it with connected pleas relating to the crash. During the hearing, the Bench of Justice Surya Kant and Justice Joymalya Bagchi made significant observations that offered relief to the family. Addressing the elderly father,

the court noted that the preliminary report did not attribute blame to Captain Sumeet Sabharwal and observed that there was "no insinuation" against him in the report. The Bench further remarked that the document merely recorded the cockpit conversation and did not

conclude that the pilot was responsible for the crash. The judges also took exception to foreign media reports that appeared to attribute blame to the pilot, describing such reporting as "nasty". The court observed that no one in India could reasonably conclude from the preliminary report that the pilot was responsible for the disaster.



Captain
Sumeet
Sabharwal