

Gujarat bridge collapse shows infra faultlines

The recent collapse of the Gambhira bridge in Gujarat, killing 17 and injuring nine, brings the focus back on India's infrastructure. From 2019 to 2024, 5,015 structural collapse incidents were reported across India, 91 per cent involving dwelling houses or residential buildings (till 2022), 5.4 per cent official or commercial buildings, and 1.9 per cent bridges.

JAYANT PANKAJ

Number of collapse-related incidents

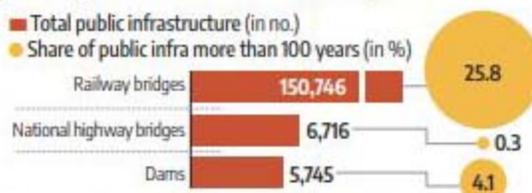
Of the 43 structural collapse incidents reported in India in 2024, bridges accounted for the highest number (27 cases), followed by official or commercial buildings (6), airports (5), and dams (5)

Year	Dwelling house/ residential building	Official/commercial building	Dam	Bridge	Airport
2019	1,218	89	0	23	2
2020	1,051	57	12	9	2
2021	1,158	53	9	8	0
2022	1,176	60	4	5	0
2023	NA	8	4	21	3
2024	NA	6	5	27	5

Source: Till 2022: NCRB, South Asia network on dams, rivers and people, media reports; reports for 2023 and 2024

26% railway bridges are over a century old

Among India's 150,746 railway bridges, 25.8 per cent are over a century old. Of the 5,745 dams, 4.1 per cent are more than 100 years old



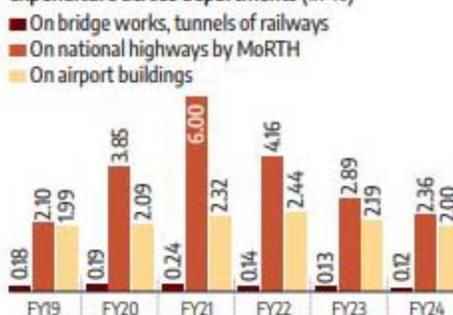
Note: Data on railway bridges is as of 2019, national highway bridges as of 2018, and dams as of 2024

Source: Written replies in Lok Sabha and Rajya Sabha

Spending on public infra maintenance has declined

Maintenance expenditure on railway bridge works and tunnels, as a share of total railway expenditure, dropped from 0.18 per cent in FY19 to 0.12 per cent in FY24. Maintenance expenditure on national highways as a share of the MoRTH's expenditure dropped to 2.36 per cent in FY24

Share of maintenance expenditure of the total expenditure across departments (in %)



Note: Railway bridge works include both overbridges and underbridges. National highway maintenance primarily involves pothole patching, pavement resurfacing, bridge maintenance, and related activities. The airport analysis covers Delhi, Mumbai, Hyderabad, Cochin, and 133 airports managed by the Airports Authority of India

MoRTH: Ministry of Road Transport & Highways
Source: Indian railways statistical report, India budget, airport companies' annual reports, Tofler, BS calculation



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DESHBANDHU

DELHI

12 JULY 2025

एयरपोर्ट के पास 20 किमी के दायरे में निर्माण के लिए लेनी होगी एनओसी

ग्रेटर नोएडा, 11 जुलाई (देशबन्धु)। नोएडा अंतरराष्ट्रीय हवाई अड्डे के आसपास ऊंचाई प्रतिबंध जैसे-जैसे नोएडा अंतरराष्ट्रीय हवाई अड्डा चालू होने के करीब आ रहा है, विमान संचालन की सुरक्षा और दक्षता सुनिश्चित करने के लिए जनता, रियल एस्टेट डेवलपर्स और स्थानीय अधिकारियों के लिए नागरिक उड्डयन मंत्रालय द्वारा निर्धारित ऊंचाई प्रतिबंध नियमों का कड़ाई से पालन करना अनिवार्य है। उन्होंने बताया कि अनिवार्य ऊंचाई एनओसी आवश्यकता नोएडा अंतरराष्ट्रीय हवाई अड्डे के एयरोड्रम रेफरेंस पॉइंट के 20 किमी के दायरे में भारतीय विमानपत्तन प्राधिकरण से ऊंचाई अनापत्ति प्रमाण पत्र प्राप्त किए बिना कोई भी निर्माण गतिविधि, ढांचा खड़ा करना या पेड़ लगाना अनुमति नहीं है। यह अनुमति केवल एक नियामक औपचारिकता नहीं है, बल्कि उड़ान संचालन और नेविगेशन बुनियादी ढांचे को संभावित बाधाओं से बचाने के लिए एक

■ आम जनता व बिल्डर निर्माण एनओसी लेने के लिए भारतीय विमानपत्तन प्राधिकरण के पोर्टल पर कर सकते हैं आवेदन

महत्वपूर्ण आवश्यकता है। नोएडा इंटरनेशनल एयरपोर्ट की चीफ ऑपरेटिंग ऑफिसर किरण जैन ने जानकारी देते हुए बताया कि स्थानीय निकाय समन्वय सभी संबंधित पक्षों को 20 किमी की परिधि के भीतर किसी भी ऊर्ध्वाधर विकास को शुरू करने से पहले स्थानीय निकायों से संपर्क करना होगा। ये निकाय अनुमैय ऊंचाई सीमा का आकलन करने के लिए एएआई द्वारा जारी कलर-कोडेड जोनिंग मैप से परामर्श करेंगे। प्रस्तावित निर्माण ऊंचाई के आधार पर, आवेदक को एएआई के एनओसीएस पोर्टल ([https:// nocas2. aai. aero/ nocas](https://nocas2.aai.aero/nocas)) के माध्यम से ऊंचाई

एनओसी के लिए आवेदन करने का निर्देश दिया जा सकता है। चीफ ऑपरेटिंग ऑफिसर ने बताया कि कानूनी ढांचा और प्रवर्तन यह प्रक्रिया जीएसआर 751(ई) नागरिक उड्डयन मंत्रालय (विमान संचालन की सुरक्षा के लिए ऊंचाई प्रतिबंध) नियम, 2015 द्वारा शासित है, जो सुरक्षित हवाई क्षेत्र के भीतर किसी भी अनाधिकृत निर्माण को प्रतिबंधित करता है। कोई भी उल्लंघन ऑब्स्टेकल लिमिटेशन सरफेसेस और नेविगेशन सिस्टम की अखंडता के लिए गंभीर जोखिम पैदा करता है, जिससे समग्र उड़ान सुरक्षा से समझौता होता है। उन्होंने कहा कि इस व्यवस्था का अनुपालन सुनिश्चित कराने के लिए, विमान (भवन और पेड़ों से उत्पन्न बाधाओं को गिराना) नियम, 2023 अधिकारियों को कानूनी कार्यवाही शुरू करने का अधिकार देते हैं, जिसमें अनाधिकृत संरचनाओं या पेड़ों को गिराना और विमान नियमों के तहत दंड लगाना शामिल है।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

11 JULY 2025

Customs officials seize 33kg hydroponic weed at airport

Manish Kumar Pathak

manish.pathak@htlive.com

MUMBAI: The Air Intelligence Unit (AIU) of the Custom department arrested seven passengers in six separate cases at the Chhatrapati Shivaji Maharaj International Airport (CSMIA) and allegedly seized hydroponic weed worth ₹33 crore from them.

In the first case, on Wednesday, the AIU officials intercepted a passenger arriving from Malaysia and recovered

5.024 kg of a substance suspected to be hydroponic weed (marijuana), which has an illicit market value of approximately ₹5.024 crores. The accused had concealed the contraband inside vacuum sealed black and transparent plastic packets in a trolley bag.

Other teams of the AIU intercepted three passengers from Bangkok and recovered a total of 16.408 kg of hydroponic weed worth 16.408 crore.

When two other smugglers were caught and questioned,

they confessed that a third person was coming to receive the contraband. The police then laid a trap for their accomplice and caught him when he arrived at the autorikshaw parking outside the airport.

All the accused were taken into custody and booked under the Narcotic Drugs and Psychotropic Substances (NDPS) Act.

Hydroponic weed is grown using nutrient rich water instead of soil, which allows for a faster and more potent yield.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

11 JULY 2025

MINOR FIRE AT OLD TERMINAL OF PATNA AIRPORT

HT Correspondent

htpatna@hindustantimes.com

PATNA: A minor fire broke out on Thursday during steel cutting work at Patna airport's old terminal building, which is in a demolition stage, after air operations were shifted to the adjacent new integrated terminal building from June 3, said a statement from the airport director.

There was no report of injury or casualty to any person. There was also no damage or disruption to airport operations, and aircraft movement remained unaffected, said the statement.

The fire was caused due to sparks emanating from a gas cutter near the airline ticketing counters around the old security hold area (SHA), which is not in use as the old terminal building is being razed for extension of apron area and to accommodate four more aerobridges, in addition to the existing one, as part of the new integrated terminal building.

The fire was promptly contained using on-site extinguishers by a contractor's employee. CISF personnel and the ATC tower immediately alerted the fire control room.

Airfares set to rise for Mumbai, Delhi

Mumbai, Delhi flights set to cost more as airports get tribunal boost

FROM PAGE 18

Dipali Banka & Nehal Chahalwala

MUMBAI

GMR Airports Ltd and Adani Airport Holdings Ltd will be able to earn higher revenues after a tribunal ordered a fresh calculation of the maximum amount they can make from operating the Delhi and Mumbai international terminals, respectively.

This, however, would make it more expensive for airlines and passengers to fly into and out of two of India's busiest airports.

Airport charges for the Delhi and Mumbai international terminals can rise by about 6% from the current revenue base over the next decade, as per analysts at Kotak Institutional Equities. The higher costs could be equivalent to 3.4% of the sales of IndiGo, India's largest



Airport charges may rise by 6% over the next decade. #11

airline, according to the analysts. The carrier reported a topline of ₹80,803 crore for 2024-25.

The issue centres around the calculation of the Hypothetical Regulatory Asset Base (HRAB), which governs how much revenue operators can make from

TURN TO PAGE 13

an airport. The airport business is effectively a monopoly in most Indian cities, making it critical for regulators to cap the maximum earnings for operators to keep air travel affordable. Higher the HRAB, the more airports can charge in airport fees and tariffs.

The Airport Economic Regulatory Authority of India (AERA) had excluded non-aeronautical revenues such as from airport parking, food courts, and advertising from the HRAB calculation at Mumbai and Delhi, only factoring in earnings such as landing fees and passenger charges.

However, Delhi and Mumbai international airports, which were the first to be privatized in 2006, challenged this system in 2012-13, arguing that both aeronautical and non-aeronautical incomes should be considered for calculating HRAB. The case went on for

more than a decade.

A tribunal has ordered a fresh revenue calculation for Delhi and Mumbai airports, allowing GMR and Adani to include non-aeronautical income like retail, ads, and parking—significantly increasing their earnings potential.

Prior to privatization, the ministry of civil aviation (MoCA) had included both aeronautical and non-aeronautical revenues for calculating HRAB under a so-called single-till approach.

At airports that were privatized after the Mumbai and Delhi airports, non-aeronautical revenue is given a lower weight in calculating the HRAB. This system is called the hybrid-till approach.

In 2023, the Supreme Court of India sided with the Delhi and Mumbai airport operators after the submission of new evidence—a 2011 letter from the civil aviation ministry to AERA stating that the original inten-



The Delhi and Mumbai international airports were the first to be privatized in 2006. BLOOMBERG

tion had been to use the single-till approach at Mumbai and Delhi.

The top court asked the Telecom Disputes Settlement and Appellate Tribunal to reconsider the calculation of HRAB to include non-aeronautical revenues.

TDSAT has been the appellate arbiter for aviation disputes since the Airports Economic

The appellate tribunal also said AERA had ignored a 2011 letter from the civil aviation ministry directing it to recalculate HRBA within 12 weeks. The Airports Authority of India (AAI) had also confirmed in a letter dated 18 June 2018 that tariffs for 2008-09 were based on a single-till model, it said.

GMR and Adani did not reply to *Mint's* queries on the matter.

Queries emailed to India's leading airlines went unanswered.

"The recalculating of HRAB using the single-till mechanism will increase the revenue base for DIAL (Delhi International Airport Ltd) and MIAL (Mumbai International Airport Ltd) as non-aeronautical revenues are now included in the tariff calculation," said Aslam

Ahmed, partner at Singhania & Co., a law firm.

However, TDSAT in its 1 July order didn't say anything about lost revenue recovery from the past. "To claim interest and recovery of lost tariff, a separate suit has to be filed claiming the above reliefs," said Ahmed.

The higher costs could be equivalent to 3.4% of the sales of IndiGo, India's largest airline

The lost revenues could likely be used for the calculation of future HRAB using an accounting method called true-up, said an executive at one of the two airport operators. The

executive spoke on condition of anonymity as the matter is sub-judice.

As per the calculations of the Kotak analysts, the net present value of the lost revenue at Delhi, including interest, is about ₹17,500 crore, which if allowed, could be recovered from the 80 million annual pas-

sengers of Delhi Airport.

Kotak Institutional Equities has raised its fair value estimate for GMR Airports from ₹91 to ₹96 per share. The stock ended Friday's trading on NSE down 2.10% at ₹90.36 per share, while the benchmark Nifty 50 index fell 0.81%.

"It remains to be seen whether the regulator will accommodate this tariff increase right now or if it will be postponed to the FY29-34 cycle, since they have already decided on the tariffs for FY24-29," said an analyst at a leading brokerage, speaking on condition of anonymity.

India's airports authority could still appeal the appellate tribunal's decision at the Supreme Court. But the new evidence cited in the ruling supported the airport operators' interpretation, strengthening their case, lawyers said.

dipali.banka@livemint.com
For an extended version of the story, go to livemint.com.

Corporate Communications Directorate

MILLANIUM POST

DELHI

12 JULY 2025

SCHEME LAUNCHED ON APRIL 21

YEIDA draws lottery for 276 plots near Noida International Airport

DIPIKA KIROLA

GREATER NOIDA: Yamuna Expressway Industrial Development Authority (YEIDA) held the lottery draw for residential plots in Sector 18 along the Yamuna Expressway on Friday. The scheme, which launched on April 21, has attracted more than 54,000 applications for 276 plots measuring 200 sqm each during its registration period.

The lottery proceedings was performed at the India Expo Mart, with three retired High Court judges overseeing the process to ensure transparency. YEIDA'S Officer on Special Duty (OSD) Shailendra Bhatia confirmed that 54225 applications qualified for the draw.

"From the total 54,289 applications received, 64 were rejected due to incomplete paperwork. After addressing objections, 54,225 applicants have qualified for the final draw. The land prices in the



'A high-level committee of YEIDA officials was formed to ensure fairness and transparency of the draw'

area have increased by 35 per cent to Rs 35,000 per sqm from the previous Rs 25,900," said Bhatia. As per officials, nearly 2000 people attended the event. Live streaming of the draw was done on YEIDA's website, DD NEWS UP, YouTube, Face-

book and other official social media channels.

"A high-level committee of YEIDA officials was formed to ensure fairness and transparency of the draw. The entire event was photographed and recorded for documentation purposes. Three retired High Court judges were remain present to oversee the process," Bhatia added.

Successful candidates must pay Rs 7 lakh as a 10 per cent registration fee, with the remaining amount due within 60 days of allocation. Construction must be completed within three years of lease deed execution, or extension charges will apply.

Allocation letters will be distributed soon after the draw. Unsuccessful applicants will receive refunds directly to their bank accounts. The plots are situated in Sector 18, Pocket 9B, in proximity to the upcoming Noida International Airport, YEIDA officials informed.

Corporate Communications Directorate

PIONEER

DELHI

12 JULY 2025

Aircrafts association flags Mumbai airport's move on parking for jets

PRESS TRUST OF INDIA
■ Mumbai

Business Aircraft Operators Association has sought the civil aviation ministry's intervention to reverse Mumbai airport's decision to evict private jet operators from the airport's parking facilities by July 31, saying the proposed terms are prohibitive.

Mumbai International Airport Ltd (MIAL), part of Adani group, is operating the Chhatrapati Shivaji Maharaj International Airport (CSMIA) in the city.

In a letter to Civil Aviation Secretary Samir Kumar Sinha, BAOA's Managing Director R K Bali said CSMIA is a public asset and public assets should be available to all stakeholders in a fair and equitable manner without any discrimination. "The terms now sought to be imposed by MIAL upon the GA/BA operators are prohibitive and make the entire operation unviable and are intended to oust the GA/BA operators from the asset. Accordingly, it is crucial for MoCA to intervene and



FILE PHOTO

uphold legal and policy safeguards for the GA/BA sector in India," the letter, dated July 9, said.

BAOA represents various General Aviation and Business Aviation (GA/BA) operators, including Hindalco Industries, Reliance Commercial Dealers Ltd., Reliance Transport & Travels, Taj Air, JSW Steel, Grasim Industries, Futura Travels and Larsen & Toubro.

Seeking the ministry's intervention on the parking facilities issue, BAOA said the directions issued regarding the eviction of GA/BA operators from Mumbai airport's parking facilities by July 31 should be cancelled or suspended till the time there is a decision on alternative space allocation for

the operators.

The grouping also mentioned that given commonality of ownership and proximity of both CSMIA and NMIA (Navi Mumbai International Airport) within the metropolitan region, a coordinated management of GA/BA traffic should have been operationally and commercially feasible. MIAL holds a 74 per cent stake in NMIAL (Navi Mumbai International Airport Ltd), the operator of the upcoming airport.

"As of today, GA/BA operators are already facing difficulties and uncertainties in carrying out their operations due to the non-cooperative conduct of MIAL and NMIAL," the letter said.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

11 JULY 2025

जापान का गौरव: कृत्रिम द्वीप पर खड़ा तकनीक का चमत्कार संकट में धीरे-धीरे समंदर में समा रहा कंसाई एयरपोर्ट

पत्रिका न्यूज नेटवर्क
patrika.com

ओसाका. साल 1994 में खोला गया कंसाई इंटरनेशनल एयरपोर्ट जापान की इंजीनियरिंग प्रतिभा का प्रतीक है। यह दुनिया का पहला एयरपोर्ट है जिसे पूरी तरह समुद्र के बीच बनाए गए कृत्रिम द्वीपों पर खड़ा किया गया। लेकिन जिस सॉफ्ट सीबेड पर इसे बनाया गया, वह धीरे-धीरे धंस रहा है। तीन दशकों में एयरपोर्ट का पहला द्वीप 13.6 मीटर, जबकि दूसरा 17.47 मीटर तक नीचे जा चुका है। अब भी यह हर साल 6 सेंटीमीटर तक बैठ रहा है। विशेषज्ञों ने चेतावनी दी है कि यदि यह दर इसी तरह जारी रही, तो 2056 तक एयरपोर्ट का कुछ हिस्सा समुद्र के नीचे जा सकता है।



उड़ानें जारी, भविष्य अनिश्चित... 2023 में 3.06 करोड़ यात्रियों को 91 गंतव्यों तक पहुंचाया, लगेज हैंडलिंग में विश्व में सर्वश्रेष्ठ एयरपोर्ट रहा। इसका 1.7 किमी लंबा टर्मिनल-1, दुनिया के सबसे लंबे टर्मिनलों में से एक है।

वजूद बचाने की जद्दोजहद तेज

2018 में टाइफून जेबी के दौरान जब एयरपोर्ट जलभराव से जूझा, तो इसके बुनियादी ढांचे की कमजोरियां उजागर हुईं। इसके बाद 150 मिलियन डॉलर का बचाव अभियान शुरू किया गया।

900 हाइड्रॉलिक जैक, सीवॉल्स और वर्टिकल सैंड ड्रेन्स जैसी तकनीकों से धंसाव नियंत्रित करने की कोशिश जारी है। सालाना धंसाव को 6 सेंटीमीटर तक सीमित करने में सफलता मिली।



Corporate Communications Directorate

TIMES OF INDIA

HYDERABAD

11 JULY 2025

GHIAL acquires 70% stake in GMR Logistics Park

Hyderabad: GMR Hyderabad International Airport Ltd (GHIAL), an arm of GMR Airports Ltd (GAL), acquired a 70% stake in ESR GMR Logistics Park for a consideration of ₹41 crore.

GMR Group now owns 100% of EGLPPL, as GMR Hyderabad Aerotropolis Ltd, a wholly owned subsidiary of GHIAL, already owned the rest 30% in EGLPPL.

GMR Group said it aims to accelerate airport land development in Hyderabad. GHIAL CEO Pradeep Panicker said consolidation will enable the company to fully integrate EGLPPL into their ALD strategy. Aman Kapoor, CEO, ALD, GMR Group, said acquisition will help group build an airport-led industrial and logistics ecosystem. TNN

बीच हवा में बंद हो गए थे विमान के दोनों इंजन

अहमदाबाद विमान हादसा : इंजनों को बंद हो गई थी ईंधन आपूर्ति...एआईबी की रिपोर्ट में खुलासा

नई दिल्ली। अहमदाबाद में एअर इंडिया का विमान बी787-8 ड्रीमलइनर दोनों इंजनों में ईंधन की आपूर्ति रूकने के कारण दुर्घटनाग्रस्त हो गया था। भारतीय विमान दुर्घटना जांच ब्यूरो (एआईबी) की रिपोर्ट में यह जानकारी सामने आई है।

एआईबी की 15 पेज की प्रारंभिक जांच रिपोर्ट के मुताबिक, विमान के डाटा रिकॉर्डर की जांच में मिला कि उड़ान के चंद सेकंड बाद दोनों इंजनों ने काम करना बंद कर दिया, क्योंकि उन्हें ईंधन सप्लाई बंद हो गई थी। रैम एयर टर्बाइन (आरएटी) से विमान में बिजली आपूर्ति बाधित होने के संकेत मिले, जिसका सीसीटीवी से पता चला था।

रिपोर्ट के अनुसार, पायलटों ने इंजन चालू करने के प्रयास किए। एक इंजन कुछ देर के लिए चला, पर दूसरा चालू नहीं किया जा सका। हादसे से पहले विमान 32 सेकंड हवा में रहा। विमान के थ्रस्ट लीवर भी निष्क्रिय



विमान से पक्षी के टकराने के संकेत नहीं

रिपोर्ट के अनुसार, ऐसा कोई तथ्य नहीं मिला है जिससे विमान के किसी पक्षी के टकराने का संकेत मिलता हो। मौसम भी साफ था, हवाएं भी हल्की थीं। दोनों पायलट स्वस्थ थे और उनके पास उड़ान का पर्याप्त अनुभव भी था। तोड़फोड़ के भी किसी तरह के सश्व्य नहीं मिले हैं।

अवस्था में थे, जिससे उनकी खराबी का संकेत मिलता है। टेकऑफ के समय विमान को पूरा थ्रस्ट मिला था। ईंधन में कोई मिलावट नहीं मिली। विमान का फ्लैप सेटिंग 5 डिग्री और गियर (नीचे) थे जो उड़ान के लिए सही

आखिर कैसे बंद हुआ फ्यूल कंट्रोल स्विच

कॉकपिट की वायस रिकॉर्डिंग में एक पायलट कहते सुना गया कि तुमने स्विच बंद क्यों किया? दूसरा पायलट कहता है कि मैंने बंद नहीं किया। ऐसे में बड़ा सवाल यह है कि आखिर फ्यूल कंट्रोल स्विच कैसे बंद हुए।

तो बंद हो जाते हैं दोनों इंजन : कॉकपिट के फ्यूल कंट्रोल स्विच से इंजन को फ्यूल दिया या बंद किया जाता है। दोनों स्विच एकसाथ कटऑफ हो जाएं तो इंजन बंद हो जाते हैं। >> पायलटों ने की थी मैन्युअल कंट्रोल की कोशिश : पेज 17

स्थिति होती है। हालांकि, ईंधन स्विच में खराबी के संबंध में एफएफए की सलाह थी, पर एअर इंडिया ने इसकी जांच नहीं की थी। विमान का वजन तय सीमा के भीतर ही था और कोई खतरनाक सामान भी नहीं था। ब्यूरो



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

12 JULY 2025

घरेलू हवाई यात्रियों की संख्या 1.38 करोड़ पार

नई दिल्ली। घरेलू हवाई यात्रियों की संख्या जून में सालाना आधार पर 5.1 फीसदी बढ़कर 1.38 करोड़ से अधिक हो गई। हालांकि, मई की तुलना में इसमें मामूली गिरावट आई। रेटिंग एजेंसी इक्रा ने कहा, विमानन ईंधन की बढ़ती कीमतों और कई देशों में तनाव से जुड़े जोखिमों के चलते देश के विमानन उद्योग को 2025-26 में 2,000 से 3,000 करोड़ का शुद्ध घाटा होने का अनुमान है। एजेंसी



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

12 JULY 2025

अहमदाबाद विमान हादसा... पायलटों ने की थी मैन्युअल कंट्रोल की कोशिश पर विमान को नीचे धकेल रहा था सॉफ्टवेयर : वॉल स्ट्रीट जर्नल दावा : नियंत्रण प्रणाली को गलत संकेत भेजने से गिरा विमान

अमर उजाला नेटवर्क

अहमदाबाद। अमेरिकी अखबार वॉल स्ट्रीट जर्नल ने अहमदाबाद विमान हादसे पर अपनी रिपोर्ट में चौंकाने वाला दावा किया है। रिपोर्ट में अहमदाबाद विमान हादसे के लिए बोइंग की सॉफ्टवेयर खामी व संस्थागत विफलता को जिम्मेदार ठहराया गया है। रिपोर्ट के मुताबिक स्वचालित सॉफ्टवेयर ने नियंत्रण प्रणाली को गलत संकेत भेजे जिससे विमान नीचे आने लगा। पायलटों ने विमान को मैन्युअल तरीके से ऊपर उठाने की कोशिश की लेकिन वे नाकाम रहे।

12 जून को अहमदाबाद में दुर्घटनाग्रस्त हुए एयर इंडिया की फ्लाइट एआई 171 बोइंग 787-8 ड्रीमलाइनर की प्रारंभिक जांच रिपोर्ट के आधार पर



पहले से था पता, फिर भी किया नजरअंदाज

रिपोर्ट के मुताबिक बोइंग पहले से इस संभावित सॉफ्टवेयर त्रुटि से अवगत था। 2024 में एक टेस्ट पायलट ने इसी तरह की 'अनियमित ट्रिम कमांड ड्यूरींग स्टीप क्लाइंब' की चेतावनी दी थी जिसके बाद एक सॉफ्टवेयर पैच जारी किया गया, लेकिन एआई 171 में यह अपडेट लागू नहीं किया गया था। इसके बावजूद विमान को 2023 में एयर इंडिया को सौंपा गया। अनियमित ट्रिम कमांड 'ड्यूरींग स्टीप क्लाइंब' का अर्थ है कि जब विमान तेजी से ऊंचाई पर चढ़ रहा हो, उस दौरान उसकी स्वचालित ट्रिम प्रणाली जो सामान्यतः संतुलन बनाए रखने के लिए एलिवेटर (पिछले पंखों) को हल्के-हल्के समायोजित करती है अचानक या गलत ढंग से विमान को नीचे झुकाने (नोज डाउन का) संकेत देने लगे।

वॉल स्ट्रीट जर्नल ने जो तस्वीर सामने रखी है, वह न केवल तकनीकी विफलता को उजागर करती है बल्कि बोइंग और वैश्विक विमानन नियामकों की लापरवाही और सिस्टम में मौजूद गहरी चुप्पी को भी कठघरे में खड़ा करती है। यह उड़ान अहमदाबाद से लंदन के लिए रवाना हुई

थी। टेकऑफ के तीन मिनट बाद ही विमान शहर के बाहरी इलाके में स्थित एक मेडिकल हॉस्टल की इमारत से टकरा गया। हादसे में 241 यात्री और कर्मी समेत कुल 270 लोगों की मौत हो गई, जबकि केवल एक यात्री चमत्कारिक रूप से बच सका। रिपोर्ट में बताया गया है कि

टेकऑफ के तीन मिनट बाद ही विमान के फ्लाई-बाय-वायर सॉफ्टवेयर ने नियंत्रण प्रणाली को गलत संकेत भेजे। इसके कारण विमान के पिछले हिस्से में लगे एलिवेटर ट्रिम ने अचानक विमान को नीचे झुकाने का कमांड भेज दिया। यह स्थिति जिसे तकनीकी रूप से लॉकड

व्हिसलब्लोअर को भी नहीं सुना गया बोइंग के एक इंजीनियर, जिनकी पहचान रिपोर्ट में गोपनीय रखी गई है, ने वॉल स्ट्रीट जर्नल को बताया कि उन्होंने मार्च 2025 में ही रियर स्टेबिलाइजर कंट्रोल सर्किट में संभावित विफलता की चेतावनी दी थी। उनका स्पष्ट कथन था अगर इस अपडेट को अनदेखा किया गया, तो किसी दिन सिस्टम पायलट के नियंत्रण से बाहर हो सकता है और वही हुआ। रिपोर्ट में कहा गया है कि बोइंग प्रबंधन ने इन चेतावनियों को गंभीरता से नहीं लिया।

इन डाउनवाइर्स कमांड कहा जाता है, बेहद घातक साबित हुईं। पायलटों ने मैन्युअल कंट्रोल लेने की कोशिश की, लेकिन तब तक सॉफ्टवेयर लगातार विमान को नीचे धकेलता रहा और केवल 40 सेकंड के भीतर विमान 10,000 फीट से 700 फीट तक गिर गया।



Corporate Communications Directorate

BUSINESS LINE

DELHI

12 JULY 2025

Domestic air passenger traffic hits 1.38 cr in June

Press Trust of India

New Delhi

Domestic air passenger traffic rose 5.1 per cent to over 1.38 crore in June on an annual basis but declined marginally compared to May, a report said on Friday.

Rating agency ICRA also said the country's aviation industry is projected to report a net loss of ₹2,000 crore to ₹3,000 crore in FY26, amid rising aviation turbine fuel prices and geopolitical risks.

While maintaining a stable outlook for the industry, ICRA said that supply chain disruptions, including Pratt & Whitney engine issues, continued to impact capacity and costs.

"For June 2025, domestic air passenger traffic was estimated at 138.7 lakh, 5.1 per cent higher than 132.1 lakh in June 2024," the report said. "However, it witnessed a marginal decline of 1.3 per

cent on a sequential basis. The airlines' capacity deployment in June 2025 was 4.9 per cent higher than June 2024; however, it was 2.3 per cent lower compared to May 2025," it said.

In the first quarter of 2025-26, domestic air passenger traffic stood at over 4.22 crore.

According to the report, the industry witnessed steady pricing power in FY25, with stable yields and domestic air passenger traffic growth tapered to 7.6 per cent.

OPERATING COST UP

"The operating costs for the Indian aviation industry are likely to have increased in the past couple of months (due to flight cancellations and other operational challenges following the India-Pakistan conflict). Nevertheless, the overall passenger traffic and the pricing so far have remained steady," it said.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

12 JULY 2025

Report on A-I crash 'very soon': Minister

Aircraft Accident Investigation Bureau's (AAIB) preliminary investigation report on the Air India plane crash in Ahmedabad is expected very soon, Civil Aviation Minister K Rammohan Naidu said on Friday and emphasised that the ministry was ensuring transparency and accountability in the probe. "Very soon... AAIB is working on it... it is the responsibility of AAIB, let them do their job," Naidu said.

PTI



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DANIK BHASKAR

DELHI

12 JULY 2025

जून में घरेलू हवाई यात्री 5% बढ़कर 1.38 करोड़, मई की तुलना में घटे

बिजनेस संवाददाता | नई दिल्ली

जून में घरेलू हवाई यात्रियों की संख्या सालाना आधार पर 5.1% बढ़कर 1.38 करोड़ से ज्यादा हो गई। रेंटिंग एजेंसी इक्रा की शुक्रवार को जारी रिपोर्ट के मुताबिक अप्रैल-जून 2025 तिमाही के दौरान 4.2 करोड़ लोगों ने देश के भीतर हवाई यात्रा की। ये सालाना आधार पर 5.1% की बढ़ोतरी है। इस दौरान भारतीय एयरलाइंस के जरिए 59.8 लाख यात्रियों ने अंतरराष्ट्रीय यात्रा

की। ये सालाना आधार पर 12.1% की बढ़ोतरी है। हालांकि रिपोर्ट के मुताबिक जून में घरेलू यात्री संख्या मई के मुकाबले 1.3% घट गई। बीते माह एयरलाइंस का कैपेसिटी डिप्लॉयमेंट 4.9% बढ़ गया। जून 2024 में 91,493 डिपार्चर के मुकाबले जून 2025 में 95,939 डिपार्चर दर्ज किए गए। पैसेंजर लोड फैक्टर यानी कुल उपलब्ध सीटों के अनुपात में यात्री संख्या जून 2025 में 85.2% रहा। ये जून 2024 में 85% था।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DANIK JAGRAN

DELHI

12 JULY 2025

उड़ान के तीन सेकेंड बाद ही दोनों इंजन बंद होने से हुआ था अहमदाबाद हादसा

एएआइबी ने एअर इंडिया-171 विमान हादसे की सार्वजनिक की रिपोर्ट

नई दिल्ली, रायरटर: अहमदाबाद में एअर इंडिया-171 विमान हादसे की प्रारंभिक जांच रिपोर्ट में चौंकाने वाले तथ्य सामने आए हैं। उड़ान भरने के तीन सेकेंड बाद विमान के फ्यूल कंट्रोल स्विच एक के बाद एक रन से कटआफ की स्थिति में चले गए, जिससे दोनों इंजनों को ईंधन मिलना बंद हो गया और वे बंद हो गए।

विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने शुक्रवार देर रात हादसे की 15 पृष्ठों की प्रारंभिक जांच रिपोर्ट सार्वजनिक कर दी। रिपोर्ट के अनुसार, बोइंग 787 ड्रीमलाइनर विमान में ईंधन आपूर्ति बंद होने से तुरंत थ्रस्ट कम होने लगा और विमान नीचे की ओर गिरने लगा। हालांकि यह नहीं बताया गया है कि स्विच कटआफ की स्थिति कैसे बनी। रिपोर्ट में बताया गया है कि काकपिट वायस रिक्वर्डर में एक पायलट को दूसरे से यह पूछते हुए सुना जा सकता है कि उसने ईंधन क्यों बंद किया। रिपोर्ट में कहा गया है, 'दूसरे पायलट ने जवाब दिया कि उसने नहीं किया।' इसमें यह नहीं बताया गया है कि विमान के कैप्टन ने कौन सी टिप्पणी की और प्रथम अधिकारी ने कौन सी, और न ही यह कि किस पायलट ने दुर्घटना से ठीक पहले "मेडे, मेडे, मेडे" संदेश प्रसारित किया था।

अमेरिकी विमानन सुरक्षा विशेषज्ञ



'फ्यूल कंट्रोल स्विच' क्या हैं?

ड्रीमलाइनर 787 में इंजन फ्यूल कंट्रोल स्विच (रन और कटआफ) इंजन को चालू या बंद करने के लिए जमीन पर इस्तेमाल किए जाते हैं। ये स्विच जेट के थ्रॉल लीवर के नीचे और फ्यूल कंट्रोल माइयूल के अंदर स्थित होते हैं। स्विच के चारों ओर ब्रेकेट लगे होते हैं ताकि गलती से वे हिल न जाएं। प्रत्येक स्विच में एक धातु का स्टाप लाक भी होता है जिसे चालक दल को अपनी स्थिति बदलने से पहले उतारना पड़ता है।

जान काक्स ने कहा कि कोई पायलट गलती से इंजनों को ईंधन देने वाले ईंधन स्विच को नहीं हिला पाएगा। उन्होंने कहा, "आप उन्हें टकराकर हिला नहीं सकते।"

ग्रेट के अनुसार, मुंबई में नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि मंत्रालय जांच में पारदर्शिता और जवाबदेही सुनिश्चित कर रहा है। नायडू ने

- फ्यूल कंट्रोल स्विच एक के बाद एक हो गए थे बंद, रुक गई थी ईंधन की आपूर्ति
- मध्य रात्रि के बाद जारी प्रारंभिक जांच रिपोर्ट में दोनों पायलटों के बीच संवाद का भी जिक्र

ये स्विच कैसे काम करते हैं?

उड़ान के दौरान फ्यूल कंट्रोल स्विच को 'रन' से 'कटआफ' पर ले जाने से सहयोगी इंजन में ईंधन की आपूर्ति रुक जाएगी। इससे इंजन तुरंत बंद हो सकता है और थ्रस्ट कम हो सकता है। इससे प्रत्येक इंजन पर लगे दो विद्युत जनरेटर भी विमान के कई सिस्टम और उसके कुछ काकपिट डिस्टले को बिजली प्रदान नहीं कर पाएंगे। यदि किसी इंजन में आग लग जाती है तो प्रभावित इंजन का फ्यूल कंट्रोल स्विच चालक दल को अलर्ट करने के लिए ताल हो जाएगा।

कहा, "एएआइबी इस पर काम कर रहा है। यह एएआइबी की जिम्मेदारी है, उन्हें अपना काम करने दें।"

बता दें, 12 जून को अहमदाबाद से लंदन जा रहा एअर इंडिया का विमान उड़ान भरने के 35 सेकेंड के भीतर ही दुर्घटनाग्रस्त हो गया था। इसमें सवार 242 लोगों में से 241 की मौत हो गई, जबकि एक यात्री चमत्कारिक रूप से बच गया था।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DANIK JAGRAN

DELHI

12 JULY 2025

जून में 1.38 करोड़ ने किया घरेलू हवाई सफर

नई दिल्ली: इस वर्ष जून में 1.38 करोड़ लोगों ने घरेलू हवाई सफर किया है। रेटिंग एजेंसी इक्रा की ओर से शुक्रवार को जारी रिपोर्ट के अनुसार, इसमें पिछले वर्ष जून के मुकाबले 5.1 प्रतिशत की वृद्धि रही है। रिपोर्ट के अनुसार, चालू वित्त वर्ष की पहली तिमाही (अप्रैल-जून 2025) के दौरान 4.22 करोड़ लोग घरेलू हवाई यात्रा कर चुके हैं। (पेट)

Corporate Communications Directorate

ECONOMIC TIMES

DELHI

12 JULY 2025

Domestic Air Traffic Rises 5.1% YoY to over 13 m in June

PTI

New Delhi: Domestic air passenger traffic rose 5.1% to over 13.8 million in June on an annual basis but declined marginally compared to May, a report said on Friday.

Rating agency ICRA also said the country's aviation industry is projected to report a net loss of ₹2,000 to ₹3,000 crore in FY26, amid rising ATF prices and geopolitical risks.

While maintaining a stable outlook for the industry, ICRA said that supply chain disruptions, including Pratt & Whitney engine issues, continue to impact capacity and costs. "For June 2025, domestic air passenger traffic was estimated at 13,870,000, 5.1% higher than 13,210,000 in June 2024. However, it witnessed a marginal decline of 1.3% on a sequential basis. The airlines' capacity deployment in June 2025 was 4.9% higher than June 2024; however, it was 2.3% lower compared to May 2025," it said. In Q1 of FY26, domestic passenger traffic stood at over 42,200,000. According to report, the industry witnessed steady pricing power in FY25, with stable yields and domestic air passenger traffic growth tapered to 7.6%.





भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

FINANCIAL EXPRESS

DELHI

12 JULY 2025

Air India crash: Preliminary report 'very soon'

AIRCRAFT ACCIDENT INVESTIGATION Bureau's (AAIB) preliminary investigation report on the fatal Air India plane crash in Ahmedabad last month is expected very soon, civil aviation minister K Ram Mohan Naidu said on Friday and emphasised that the ministry is ensuring transparency and accountability in the probe.

On June 12, Air India's Boeing 787-8 aircraft operating flight AI 171 en-route to London Gatwick crashed into a

medical hostel complex soon after takeoff from Ahmedabad, killing 260 people, including 241 who were onboard the plane. One passenger survived the crash.

"Very soon... AAIB is working on it... it is the responsibility of AAIB, let them do their job," Naidu said while responding to a query regarding the report.

The ministry is ensuring that transparency and accountability is there in the whole investigation process, the minister said.

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



PTI



Corporate Communications Directorate

HINDU

DELHI

12 JULY 2025

Preliminary report on Air India crash soon, says Minister

Press Trust of India

MUMBAI

The Aircraft Accident Investigation Bureau's (AAIB) preliminary investigation report on the fatal Air India plane crash in Ahmedabad last month is expected very soon, Civil Aviation Minister K. Ram Mohan Naidu said on Friday. He emphasised that the Ministry was ensuring transparency and accountability in the probe.

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

"Very soon... AAIB is working on it... it is the res-

ponsibility of AAIB, let them do their job," Mr. Naidu said. He was responding to a query on when the preliminary probe report on the Air India aircraft crash was expected to be released. The Ministry was ensuring that transparency and accountability were there in the whole investigation process, he said on the sidelines of a conference here.

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

The Ahmedabad crash was the first time that a Dreamliner or Boeing 787 suffered a fatal accident resulting in hull loss.

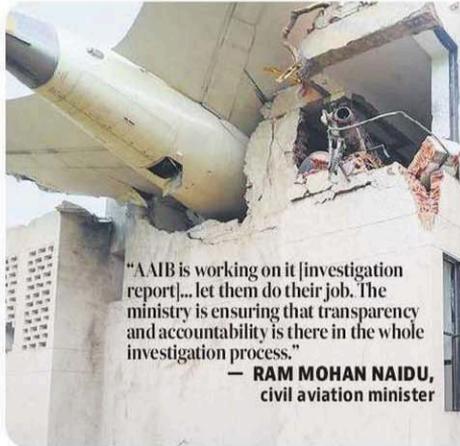
Month on, questions linger on AI crash; report 'soon'

Neha LM Tripathi and Maulik Pathak
letters@hindustantimes.com

NEW DELHI/AHMEDABAD: The preliminary investigation report into the Air India flight 171 crash will be released "very soon", aviation minister Ram Mohan Naidu said on Friday, the informal deadline according to international norms for an initial analysis that could offer some clues for what caused India's worst aviation disaster in decades that killed 260 people.

Saturday marks a month since the Boeing 787 crashed moments after take-off, with none of the observations of the plane's final moments offering any indication of what may have caused the jet to suddenly lose lift. On Friday, a report stated investigators are possibly looking at whether fuel to the engines were switched off—the third western media report to make the contention — and revealed previously unknown friction between Indian and American investigators working on the case, though they later reportedly worked through their issues.

"AAIB is working on it... it is the responsibility of AAIB, let them do their job," Naidu said when pressed about the delay.



"AAIB is working on it [investigation report]... let them do their job. The ministry is ensuring that transparency and accountability is there in the whole investigation process."
— **RAM MOHAN NAIDU,**
civil aviation minister

"The ministry is ensuring that transparency and accountability is there in the whole investigation process."

The minister's assurance came as families of victims continued their agonising wait for answers, with the 30-day International Civil Aviation Organization-recommended deadline passing without the expected report from the Aircraft Accident Investigation Bureau (AAIB).

AAIB director general GVG Yugandhar had on Thursday briefed the parliamentary stand-

ing committee on transport, tourism and culture during an eight-hour session, confirming the investigation was "on track" and would meet ICAO standards by the weekend.

The London-bound flight crashed into a medical hostel complex shortly after departing Ahmedabad, killing 241 people on board and 19 on the ground. Only one passenger survived the catastrophe, which marked the first fatal accident involving the widely operated Boeing 787 Dreamliner.

Officials acknowledged shortcomings in their communication strategy. "The report release is expected any day now and that will give clarity on the reasons behind the crash," said an official familiar with the investigation, who declined to be identified.

A second senior government official admitted on condition of anonymity that authorities could have done better. "We should have communicated more in terms of regular statements. But then we chose to stay quiet for some reasons," the official said.

after being taunted by villagers," said one of Radhika's uncles, requesting anonymity. Other relatives said the Yadav family was thriving in the real estate business with interests in the construction and sale of builders' floor, leasing out properties on rent, and land deals. "Very recently, Deepak's son has also launched himself in the real estate business and was doing well. There was never a moment when the family needed to discuss any kind of pressure or disappointment," said a second relative, requesting anonymity.

A third family member, Raju Yadav, said that Deepak had sacrificed a lot for Radhika. "He frequently travelled with Radhika. Sometime to Lucknow, Vadodara, Bengaluru or any other place where she had matches," he said. According to the police, Deepak said he was battling depression for the past 15 days due to social criticism about his daughter's career and earnings. In his confession, he said he could no longer bear the humiliation which had hurt his "pride", as mentioned in the first information report accessed by HT. "We met him in the lockup. He has realised what sin he has committed but it's too late now. He told us that he did 'paap' (crime) by killing his daughter and broke down," said a fourth relative, requesting anonymity.

AIR INDIA CRASH

Since the incident, the government has issued statements only three times—with civil aviation minister Naidu addressing the media on June 14, an official confirmation of black box recovery on June 19, and a statement about data extraction on June 26.

Aviation experts have expressed concern about the delayed release of potentially vital safety information, particularly given the aircraft's widespread global operation.

"Globally, such information is typically made public quickly, especially when it involves widely operated aircraft like the Boeing 787," said Mark D Martin, CEO of Martin Consulting. "The delay raises questions."

Martin emphasised the urgency of transparency given recent aviation incidents in India. "The preliminary report should be released immediately so as to alert all airlines operating the 787 to commence with the necessary operation and maintenance precautions in order to achieve improved safety with operations."

Another expert said the delay comes at a time when some media

reports, especially those of western media, are tilting towards a narrative that there was human error. "The preliminary report is expected to shed some light on the probable cause of the crash and the sequence of events on the fateful day. However, the government not releasing the report is only delaying it," said Sam Thomas, president of the Airline Pilots Association of India (ALPA).

On Friday, the Wall Street Journal reported previously unknown friction between Indian and American investigators during the probe over what they perceived as the slow pace of downloading, analysing and sharing the contents of the aircraft's black boxes. According to the journal, the National Transportation Safety Board at one point threatened to withdraw American resources from the investigation, though US investigators ultimately remained to assist before returning home. The journal also reported that the fuel switches were a key element in the investigation, two days after Reuters and aviation industry publication The Air Current revealed the line of inquiry.

Officials at AAIB and the ministry of civil aviation did not respond to requests for a comment on the report's contention. While AAIB is leading the investigation, officials from the US safety board and plane-maker Boeing have been involved, as is custom. The crash has led to significant changes in Air India's operations, with the airline announcing a 15% reduction in wide-body international services until mid-July. Suspended routes include Delhi-Nairobi, Amritsar-London, and Goa-Gatwick, while services to North America, Europe, Australia, and the Far East have also been reduced.

Among the victims were families travelling together. Mukesh Modha, 64, a resident of Porbandar, lost three family members who were on their way to London to perform last rites of his brother who had died of cancer. His brother's wife Rakshaben Modha, 55, her daughter-in-law Yesha Kamdar, 31, and Yesha's 1.5-year-old son were among the victims. "My brother had set up a successful catering business in London and his prayer meeting was to be held in the third week of June," Mukesh Modha said. The last-minute change of plans by another family member, who cancelled his trip to attend business in Ahmedabad, saved his life.

The sole survivor, Vishwash Kumar Ramesh, a 40-year-old British national, walked away

from the burning wreckage in what has been described as a providential escape. He was discharged from hospital on June 17 and performed last rites for his brother Ajay in Diu. "I don't know how I survived," he told HT earlier.

The crash also left deep scars for BJ Medical College, where the plane struck. Some 150 students and resident doctors are now in alternative accommodation, said Dr Minaxi Parikh, dean of BJ Medical College.

The debris that was scattered there has now been moved to a location near GUJSAIL near Ahmedabad airport for reconstruction purposes, as investigators work to piece together the sequence of events that led to the disaster. The investigation team, led by Yugandhar, includes specialists in aviation medicine, air traffic control, and representatives from ICAO participating as observers.

Despite the limited official information released, early findings suggest investigators are focusing on the movement of fuel control switches located in the cockpit's centre console. Aviation industry publication The Air Current reported on Wednesday the focus on the fuel switches that help power the plane's two engines. It was not clear what specific actions involving the fuel switches are being looked at by investigators but the report, quoting unnamed sources, stated that the available information on the black boxes could not rule in or out improper, inadvertent or intentional actions that preceded or followed the apparent loss of thrust before the aircraft crashed.

The preliminary report, when released, is expected to be factual and basic, stopping short of definitive conclusions as the complex investigation continues in the coming months.

L-G ON AADHAAR
Officials in the LG's office further pointed out that with Aadhaar as the foundational identity document, illegally residing foreigners were also able to gain employment, open bank accounts, receive rations, and avail of housing and health schemes—placing additional pressure on local infrastructure and depriving rightful residents of benefits.

To be sure, the Unique Identification Authority of India (UIDAI), which oversees the Aadhaar system, has maintained that Aadhaar is not a proof of citizenship. Further, under current rules, foreign nationals residing legally in India for more than 182 days a year are eligible for Aadhaar—which

Key questions for now

As the investigation unfolds, several critical questions remain:

- 1 Did the plane lose power, if so, why?
- 2 Was this a dual engine failure or severe thrust loss on both engines?
- 3 Could the problem have originated in contaminated fuel?
- 4 Was there an issue with the electrical systems?
- 5 Why was the landing gear extended in its final moments?
- 6 How was the recent maintenance record?
- 7 Were take-off fuel and weight parameters in range?

continued on → 15

(FROM PAGE 1)

Airfares set to rise for Mumbai, Delhi

Dipali Banka &
Nehal Chaliawala

diplai.banka@livemint.com

MUMBAI: GMR Airports Ltd and Adani Airport Holdings Ltd will be able to earn higher revenues after a tribunal ordered a fresh calculation of the maximum amount they can make from operating the Delhi and Mumbai international terminals, respectively.

This, however, would make it more expensive for airlines and passengers to fly into and out of two of India's busiest airports.

Airport charges for the Delhi and Mumbai international terminals can rise by about 6% from the current revenue base over the next decade, as per analysts at Kotak Institutional Equities. The higher costs could be equivalent to 3.4% of the sales of IndiGo, India's largest airline, according to the analysts. The carrier reported a topline of ₹80,803 crore for 2024-25.

The issue centres around the calculation of the Hypothetical Regulatory Asset Base (HRAB), which governs how much revenue operators can make from an airport. The airport business is effectively a monopoly in most Indian cities, making it critical for regulators to cap the maximum earnings for operators to keep air travel affordable. Higher the HRAB, the more airports can charge in airport fees and tariffs.

The Airport Economic Regulatory Authority of India (AERA) had excluded non-aeronautical revenues such as from airport parking, food courts, and advertising from the HRAB calculation at Mumbai and Delhi, only factoring in earnings such as landing fees and passenger charges.

However, Delhi and Mumbai international airports, which were the first to be privatized in 2006, challenged this system in 2012-13, arguing that both aeronautical and non-aeronautical incomes should be considered for calculating HRAB. The case



Airport charges for the Delhi and Mumbai international terminals can rise by about 6% over the next decade. MINT

went on for more than a decade.

A tribunal has ordered a fresh revenue calculation for Delhi and Mumbai airports, allowing GMR and Adani to include non-aeronautical income like retail, ads, and parking—significantly increasing their earnings potential.

Prior to privatisation, the ministry of civil aviation (MoCA) had included both aeronautical and non-aeronautical revenues for calculating HRAB under a so-called single-till approach. At airports that were privatised after the Mumbai and Delhi airports, non-aeronautical revenue is given a lower weight in calculating the HRAB. This system is called the hybrid-till approach.

In 2023, the Supreme Court of India sided with the Delhi and Mumbai airport operators after the submission of new evidence—a 2011 letter from the civil aviation ministry to AERA stating that the original intention had been to use the single-till approach at Mumbai and Delhi.

The top court asked the Telecom Disputes Settlement and Appellate Tribunal to reconsider the calculation of HRAB to include non-aeronautical revenues.

TDSAT has been the appellate arbiter for aviation disputes since the Airports Economic Regulatory Authority Appellate Tribunal was merged with it in 2017.

In Air India's flight path: One airline, many legacies

To say India's response to the air crash that the country witnessed in horror and disbelief on June 12, has been far from adequate no matter which angle one looks at it is a gross understatement. But this matter will have to wait.

Over the past month several aviation industry and Air India officials have reached out to this writer to express their concern and air their fears. The most alarming (and hopefully, alarmist) one is that there could be more accidents. Alarmist as this fear may be, Air India and the aviation regulator would do well to take it seriously since the people involved are privy to the system and its fault lines.

There has been a mixed response to news that Tata Sons chairman N Chandrasekharan has decided to get more involved with the management of Air India.

Still, there's no denying the fact that the chairman of Tata Sons might find his task harder than managing some of his other companies. While onlookers have no doubt that he can fix what's broken, it is by no means going to be easy as this entity needs a total cultural makeover. There is a long and hard road ahead to be traversed, no matter who the navigator.

Let me elaborate with some background. In their original avatars, while Air India and Indian Airlines were both owned by the government, they had very distinct cultures and identities even though both suffered the malaise of many State-owned firms.

Of the two, Air India had a far more centralised system of operating with each department under one departmental head, who were all powerful and more often than not ran it as a personal fiefdom.

Indian Airlines had a more decentralised system: a divisional structure with regional heads responsible for their regions and with far more functional autonomy. While petty rivalries at the top often guided the agenda at both, most of the regional heads in Indian Airlines worked in the larger interests of the airline.

This showed in the generally healthier economic performance of Indian Airlines

despite it facing more competition (Jet Airways and others) whereas Air India faced practically none (not too many bilaterals had been granted and the access of foreign airlines to Indian traffic was limited).

But what was disorienting for the two carriers was the constant change in leadership, which primarily comprised senior bureaucrats pulled in from diverse fields and backgrounds. These individuals had different working and leading styles and their own idiosyncrasies.

As one joke that circulated at the time of the merger went: One XX wants a mega airline and the other XX couldn't care less as long as his elevation to additional secretary proceeds without any hiccups (the XXs stand

for the common initials of two top managers at the time of the merger and post it).



Anjali
Bhargava

The larger point was that with two very distinct cultures and systems of functioning, the merged entity that emerged suffered from a deep identity crisis and was in some senses doomed from the word go. That is what Tata Sons inherited at the time of the acquisition.

Then there was the well-run Vistara, Tata's own airline, but an altogether different creature with its own ethos, values, culture and personality.

It is this cocktail of split personalities that Chandrasekharan has the unenviable task of reconciling and fixing. In addition, he also has a top management team that may not be equipped to handle this. The results of this have already shown up in incessant troubles, operational glitches and safety concerns the airline has faced for the last three years, even as it managed to avoid a catastrophic accident.

One cannot therefore help but sympathise with the chairman who now has the task of developing a brand-new corporate culture in a multipolar entity while dealing with the fallout of the crash. It's probably a lot more than what he or the Tata group bargained for and is likely to take Herculean effort, commitment and time.

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



One cannot help but sympathise with the chairman who now has the task of developing a brand-new corporate culture in a multipolar entity. REUTERS

AI 171 crash probe: Significance of engine fuel control switches

SUKALP SHARMA
NEW DELHI, JULY 11

EVEN AS the Indian government and the Aircraft Accident Investigation Bureau (AAIB) have been tight-lipped about the findings so far in the Air India Dreamliner crash investigation, indications are that the movement of the engine fuel control switches could be a key focus area for the investigators probing the catastrophic accident. According to two reports by US-based media outlets, the ongoing probe has narrowed its focus on the movement of the fuel switches — used to allow and cut fuel flow to the plane's engines — after an analysis of the ill-fated aircraft's black boxes. Data has been downloaded from the black boxes and is being analysed at the AAIB lab in Delhi, with assistance from the US National Transportation Safety Board.

On June 12, the aircraft — operating flight AI 171 from Ahmedabad to London Gatwick — crashed moments after take-off, killing 241 of the 242 people on board and several on the ground. This was the worst aviation disaster involving an Indian airline in at least four decades, and the first fatal crash of Boeing's latest generation wide-body aircraft — the 787 Dreamliner — which is why the AAIB-led investigation into the accident is being watched globally. There are around 1,100 Boeing 787 aircraft operating all over the world.

In the absence of any tell-tale signs of any primary cause, vari-

EXPLAINED
E Mid-flight switch movements are rare

MOVEMENT OF either switch during the flight would be required only if the corresponding engine failed or suffered enough damage that would require shutting off fuel supply to it to ensure flight safety

ous theories — from a rarest-of-rare dual engine failure to major software trouble — have been doing rounds, but with no real substantiation whatsoever. Even as a preliminary report on the tragic crash is awaited, Seattle-based aviation news publication *The Air Current* and news agency *Reuters* have reported that the probe has narrowed its focus on the movement of the engine fuel control switches, which are critical components for aircraft operations. Quoting sources, the reports say that investigators are looking at whether the fuel control switches, which can instantly cut fuel supply to the aircraft engines, were moved during take-off.

Emails sent to the AAIB Director General and Air India seeking comments on the matter did not immediately elicit any response. There is no clear information yet on whether the switches were actually moved, and the investigation's focus could be on other aspects as well. It is too early

to jump to any conclusion, considering aircraft are extremely sophisticated and complex machines and detailed and painstaking investigations are required to ascertain the exact cause or combination of causes.

Engine fuel control switches movements

According to pilots and experts, the movement of these critical switches have to be deliberate actions and their accidental movement is next to impossible. The switches have brackets on either side to protect them. Additionally, there is a stop lock mechanism that requires the pilots to lift the switch before moving it from either of its positions — RUN and CUTOFF — to the other.

These switches are usually moved only when the aircraft is on ground — to start the engines before departure and to shut them down after landing. Movement of either of the switches during the flight would be required only in the event of the corresponding engine failing or suffering enough damage that would require shutting off fuel supply to it to ensure flight safety.

The only possibility where both switches may be moved together, according to a pilot, would be in the case of a rarest-of-rare dual engine failure, with the pilots desperately trying to restart both engines. In such an eventuality, the movement of the switches may not be seen as a cause of the accident.

FULL REPORT ON

www.indianexpress.com

'IndiGo will offer fit-for-purpose products, value-for-money proposition to flyers'

INDIA'S LARGEST airline IndiGo has opened the next chapter in its story with its recent long-haul debut by launching direct flights to Manchester and Amsterdam, which also marks a shift away from the well-established low-cost carrier (LCC) model. According to the airline's CEO **PIETER ELBERS**, IndiGo is on course to become a 'fit-for-purpose' airline, with varied product offerings fine-tuned for different market segments, as against a straightjacketed budget carrier. In an interaction with **SUKALP SHARMA**, Elbers opens up about IndiGo's evolving network and product philosophy, internationalisation strategy, domestic market development, and recent challenges. Edited excerpts:



THE EXPRESS

INTERVIEW

WITH

PIETER ELBERS

CEO, IndiGo

IndiGo has just made its long-haul debut. How will your overseas network develop hereon as so far, it has been largely limited to short-haul international flights?

Around 65 per cent of the world's population lives within the range of our current (narrow-body) fleet. So, when it comes to building the international network, the opportunity is enormous and we have indeed demonstrated that with Central Asia, and even Southeast Asia. The way I would like to see the network develop is by expanding our range step by step. You will continue to see a lot of new routes in, let me call it the region—Southeast Asia, Gulf, etc... We are expanding on the density of the regional network, and at the same time continuously expand the borders of that network and stretch the scope of where we fly... We recently announced 10 new international destinations. Apart from Manchester and Amsterdam, there will be London, Copenhagen, Athens, another four destinations in Central Asia, and one (Siem Reap) in Cambodia.

What role would your code share partners play in terms of giving you traffic and helping you build a global network?

I think partnerships, until a few years back, were very much foreign airlines flying to India and then putting their passengers on our enormous domestic network. I think we are now making it much more reciprocal. For example, KLM has 30 destinations in India connecting (via IndiGo) on their flight from some major Indian cities. Now, we're going to have connections on KLM from Amsterdam, similarly we'll have connections to Virgin's network in Manchester. It's surely going to help in the further development of IndiGo's global network.

Traditionally, LCCs have done well on short-haul routes globally, but there are very few success stories in long-haul LCC operations. What is IndiGo doing differently to replicate its success on long-haul routes?

I don't think one can label or classify our long-haul product as an LCC or a ULCC (ultra-LCC) product. We have hot meals and baggage included. So, it's a 'fit-for-purpose' product and operation. For a nine or 10-hour flight, we choose to have food included, instead of going through all the complexities

of selling it on demand on board. Does it mean that we have to do it across the domestic network, and for five- and six-hour flights? Not at all... I believe that IndiGo should be a fit-for-purpose airline. That means that these hundreds of routes we operate in the nation should have a very cost compelling basis, and with that, a very attractive price. But some of the other routes, like the nation's busiest, might need something more, and that's why we started with IndiGo Stretch (business class cabin) on some routes. And the same goes for these European flights. It's fit for purpose and a value-for-money proposition. It's going to be very competitive with some of the fares offered by our competitors.

Initially IndiGo was heavily focused on point-to-point (p-p) operations, but now you have a few large domestic airports as hubs. Will your international network be largely P-P, hub-and-spoke, or a hybrid of the two?

I would say the latter (hybrid). Clearly, Delhi, Mumbai, Bangalore, and Hyderabad are the key large cities we operate from, but we have great connectivity from Chennai as well, and we operate some international flights from other cities as well. For instance, we fly from Kannur into the Gulf. Are we channelling the Kannur-Gulf traffic through Mumbai? Probably not. So, perhaps I would answer it as being a hybrid (operation) with some large Indian cities as connection points, but also substantial point-to-point flights. The (Airbus) A321 XLRs (deliveries likely to start later this year) will also help with that.

What is the future of your codeshare with Turkish Airlines? Has there been any word from the regulator on that?

No. And if there is, we'll follow the guidance. In terms of the scale of the Turkish codeshare, it has some 30 destinations in Europe, a few in the US, but with a limited number of flights (to Istanbul from India) at just two

a day today—using the two wide bodies we have on damp lease. So, there's also limit in that sense. Unless we get a different guidance from the regulator, there's no need for us to review that (code share with Turkish Airlines), and we can just carry on with it. But in parallel, we're developing new codeshare partnerships with Air France-KLM, Virgin, and Delta.

Has the recent Air India crash been a concern in terms of public perception, considering Boeing has been under the scanner for a few years and your long-haul operations are also on Boeing 787?

When it comes to aviation, it is important to focus purely on facts. That means I cannot answer your question, because first we need to have a clear understanding of what exactly happened. Today, we don't know. There is a lot of speculation and by no means do I want to add anything to the speculations. The regulator gave an additional set of inspections to be done for different aircraft and different configurations. Obviously as IndiGo, being an Indian operator, we follow whatever guidance comes from the regulator. For now, that's it.

How do you see the domestic market developing, as you already enjoy 65 per cent share in it?

One of the key metrics really is seats per capita, and points of comparison could be the US, Europe, or China and they're all at a multiple (to India). So, there is a lot of potential for growth and it is a widely shared notion that India's aviation market would double by 2030 from 2023 levels, which would mean a compounded average growth of 10-11 per cent a year. If you see what happened in other countries, that's not an unrealistic number. At IndiGo, we've committed to double our fleet size in that same time frame. The long-term view on India's aviation market is pretty robust. As for the high market share, I would say that market share is an outcome and not an objective for us... The underlying factors in India—being under-penetrated in air travel, an expanding middle class, growing GDP—will continue to be there going forward.

What is IndiGo's strategy going to be for further developing its domestic network?

You could say we operate four types of services... one bucket is metro-to-metro, the second is the metro-to-non-metro. In the metro-to-metro segment, the growth will probably be somewhat slower than average as there are so many flights already. We have seen a lot of growth in metro-to-non-metro routes, and it has been a huge growth engine for us. The third one is non-metro to Non-Metro, say Bhopal to Patna, and the fourth bucket are the regional flight routes. As a percentage (of operations), regional routes are relatively limited. We'll continue to focus on those four areas going forward.

FULL INTERVIEW ON
www.indianexpress.com



Corporate Communications Directorate

MINT

DELHI

12 JULY 2025

Air India probe puts early focus on pilots' actions and plane's fuel switches

Andrew Tangel, Shan Li &
Krishna Pokharel

The investigation into last month's Air India crash is focusing on the actions of the jet's pilots and doesn't so far point to a problem with the Boeing 787 Dreamliner, according to people familiar with U.S. officials' early assessments.

Preliminary findings indicate that switches controlling fuel flow to the jet's two engines were turned off, leading to an apparent loss of thrust shortly after takeoff, the people said. Pilots use the switches to start the jet's engines, shut them down, or reset them in certain emergencies.

The switches would normally be on during flight, and it is unclear how or why they were turned off, these people said. The people also said it was unclear whether the move was accidental or intentional, or whether there was an attempt to turn them back on.

If the switches were off, that could explain why the jet's emergency-power genera-

tor—known as a ram air turbine, or RAT—appears to have activated in the moments before the aircraft plummeted into a nearby hostel for medical students. In all, 260 people died, including all but one of the people onboard the plane.

India's Aircraft Accident Investigation Bureau, which is leading the probe, is expected to issue a preliminary report as soon as Friday local time. It didn't respond to a request for comment on Thursday.

"Nothing can be said about the cause of the crash right now because the investigation is going on," Indian civil aviation official

Murlidhar Mohol told NDTV news

channel in late June. "It's a very rare incident—it has never happened that both the engines stopped together."

Sumeet Sabharwal, a pilot who served as the flight's captain, had logged over 10,000 hours flying wide-body, or larger, aircraft, and his co-pilot, Clive Kunder, had over 3,400 hours of experience, Air India said. Family members of both pilots declined to comment.

The stakes for determining



Preliminary findings indicate switches controlling fuel flow to two engines were turned off, leading to an apparent loss of thrust shortly after takeoff.

REUTERS

what factors led to any crash are high and have ramifications for all parties involved. In this case, Air India is the country's oldest carrier and worked to turn around its operations after decades under state ownership. The crash was the first fatal accident involving Boeing's Dreamliner at a time when the plane maker is trying to recover from a string of safety and quality problems.

International accident

investigations often involve several countries, including those where crashes occurred and whose governments approved designs of aircraft involved. At times, there have been disagreements over access to information and the analysis of facts that emerge.

The U.S. National Transportation Safety Board is providing support for the Indian-led probe. The Federal Aviation Administration, which certified the 787 Dreamliner for

passenger service, and Boeing and GE Aerospace are providing technical assistance to Indian authorities.

The Dreamliner, which entered service in 2011, is popular among the world's airlines and is commonly used on international, long-haul routes and has had an excellent safety record. Boeing delivered the jet involved in the crash to Air India in January 2014.

So far, U.S. officials' early

assessments of the crash probe don't indicate a problem with that model aircraft or its GE engines, people familiar with the matter said.

Neither the FAA nor the plane and engine makers have issued any service bulletins or safety directives to address a potential problem with the fleet. Such moves are typical in response to investigation findings if they point to deficiencies in designs, maintenance or operating procedures.

The Air Current, an industry publication, earlier reported that the probe had narrowed its focus to the movement of the engine fuel control switches. Early assessments reached during investigations, which can take a year or longer, can be contradicted as new information emerges.

Indian officials have released little information to the public about the investigation, fueling some frustration with American government and industry officials since the June 12 crash, some people

familiar with the matter said.

U.S. government and industry officials have also been frustrated by what they perceived as the slow pace of downloading, analyzing and sharing the contents of the plane's black boxes, these people said.

Indian authorities had earlier wanted to transport the plane's black boxes—the flight-data and cockpit voice recorders—away from Delhi,

where the country recently opened a new lab for analyzing such accident data, to another secure location, according to some people familiar with the matter.

The plan was scrapped, and Indian investigators wound up downloading the boxes in Delhi.

At one point, the NTSB threatened to withdraw American resources from the investigation. In the end, the American investigators remained in the country to assist. They have since returned home.

©2025 DOW JONES & CO., INC.
feedback@livemint.com

In all, 260 people died in the 12 June crash, including all but one of the people onboard the aircraft



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

MILLANIUM POST

DELHI

12 JULY 2025

AAIB's preliminary report on Air India plane crash 'very soon': Civil Aviation Min Naidu

MUMBAI: Aircraft Accident Investigation Bureau's (AAIB) preliminary investigation report on the fatal Air India plane crash in Ahmedabad last month is expected very soon, Civil Aviation Minister K Rammohan Naidu said on Friday and emphasised that the ministry is ensuring transparency and accountability in the probe.

On June 12, Air India's

Boeing 787-8 aircraft operating flight AI 171 en-route to London Gatwick crashed into a medical hostel complex soon after takeoff from Ahmedabad, killing 260 people, including 241 who were onboard the plane. One passenger survived the crash.

"Very soon... AAIB is working on it... it is the responsibility of AAIB, let them do their job," Naidu

said. He was responding to a query on when the preliminary probe report on the Air India aircraft crash is expected to be released.

The ministry is ensuring that transparency and accountability is there in the whole investigation process, the minister said on the sidelines of a conference here.

Under the International Civil Aviation Organization

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

The Ahmedabad crash was also the first time that the best-selling wide-body Dreamliner or Boeing 787 suffered a fatal accident resulting in hull loss.

On June 26, a status report of the crash was released by the ministry.

AGENCIES



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

MILLANIUM POST

DELHI

12 JULY 2025

Domestic air passenger traffic touches 1.38 crore in June: Report

NEW DELHI: Domestic air passenger traffic rose 5.1 per cent to over 1.38 crore in June on an annual basis but declined marginally compared to May, a report said on Friday.

Rating agency ICRA also said the country's aviation industry is projected to report a net loss of Rs 2,000 to 3,000 crore in FY2025-2026, amid rising ATF prices and geopolitical risks.

While maintaining a stable outlook for the industry, ICRA said that supply chain disruptions, including Pratt & Whitney engine issues, continue to impact capacity and costs.

"For June 2025, domestic air passenger traffic was estimated at 138.7 lakh, 5.1 per cent higher than 132.1 lakh in June 2024. However, it wit-



nessed a marginal decline of 1.3 per cent on a sequential basis. The airlines' capacity deployment in June 2025 was 4.9 per cent higher than June 2024; however, it was 2.3 per cent lower compared to May 2025," it said.

In the first quarter of 2025-26, domestic air passenger traffic stood at over 4.22 crore.

According to the report, the industry witnessed steady pricing power in FY2025, with stable yields and domestic air passenger traffic growth

tapered to 7.6 per cent.

"... emerging geopolitical and operational headwinds -- in the form of rising crude oil prices (because of the Israel-Iran conflict), closure of the airspace over Iran and Pakistan (for Indian carriers), probable rise in insurance premia (after the recent aeroplane crash) and possible hesitation to travel -- warrant close monitoring for potential downside risks.

"The operating costs for the Indian aviation industry are likely to have increased in the past couple of months (due to flight cancellations and other operational challenges following the India-Pakistan conflict). Nevertheless, the overall passenger traffic and the pricing so far have remained steady," it said.

अहमदाबाद विमान हादसे की रिपोर्ट बहुत जल्द : नायडू

मुंबई (भाषा)। नागर विमानन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि पिछले महीने अहमदाबाद में हुई एअर इंडिया विमान दुर्घटना पर विमान दुर्घटना अन्वेषण ब्यूरो की प्रारंभिक जांच रिपोर्ट बहुत जल्द आने की उम्मीद है। उन्होंने इस बात पर जोर दिया कि मंत्रालय जांच में पारदर्शिता और जवाबदेही सुनिश्चित कर रहा है।

बारह जून को एअर इंडिया का बोइंग 787-8 विमान (उड़ान एआई 171) लंदन गैटविक के लिए

अहमदाबाद से उड़ान भरने के तुरंत बाद एक मोड़क ला कॉलेज के हॉस्टल परिसर में दुर्घटनाग्रस्त हो गया, जिससे इसमें सवार 241 लोगों



सहित 260 लोगों की मौत हो गई। दुर्घटना में एक यात्री जीवित बच गया था।

नायडू ने कहा, “बहुत जल्द...एएआईबी इस पर काम कर रहा है...यह एएआईबी की जिम्मेदारी है, उन्हें अपना काम करने दें।” यह इस सवाल का जवाब दे रहे थे कि एअर इंडिया विमान दुर्घटना पर प्रारंभिक जांच रिपोर्ट कब जारी होने की उम्मीद है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

TIMES OF INDIA

DELHI

12 JULY 2025

Both engines shut down within secs of take-off: AI crash report

A preliminary report by the Aircraft Accident Investigation Bureau (AAIB) into the crash of the Boeing Dreamliner 787-8 in Ahmedabad on June 12 — in which at least 270 people were killed, including 34 of the 242 on board — has been released and one of the key findings confirmed that both engines of the plane had shut down mid-air within seconds of take-off. "Plane achieved max speed of 180 knots at 8:06:42 UTC, immediately engine 1 and engine 2 fuel cutoff switches transitioned from run to cutoff," AAIB report said.

In the 15-page preliminary report, AAIB said, "In cockpit voice recording, one of the pilots is heard asking other why did he cut off, the other pilot responded that he did not do so."

"Both engines of crashed AI plane retrieved; components of interest for further examinations have been identified, quarantined," it said, and added, "At this stage of investigation, there are no recommended actions to Boeing 787-8 and/or GE GEnx-3B engine operators and manufacturers." Fuel samples taken from boosters and tanks used to refuel the aircraft were tested at DGCA's lab and found satisfactory, it said. "AFT EAFR was substantially damaged and could not be downloaded through conventional means," it said. THE ASSOCIATED

AI crash's prelim report to be out soon, says Naidu

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, JULY 11

Civil Aviation Minister Ram Mohan Naidu on Friday said the preliminary report on the recent Air India crash is expected to be made public "very soon", adding that the Aircraft Accident Investigation Bureau (AAIB) is actively working on it as per international norms.

"The report will be out very soon, AAIB is working on it. It is their responsibility, so let them do their job," Naidu told mediapersons. He added that the Civil Aviation Ministry is ensuring full transparency and accountability in the matter.

An Air India flight bound for London, carrying 242 passengers, crashed shortly after takeoff in a residential area of Ahmedabad on June 12, killing all but one passenger on board, while several lost their lives on the ground.

The preliminary report is expected to offer the first official clues as to what caused



MONTH AFTER: The Air India plane crash site in Ahmedabad. [PHOTO: PTI](#)

the aircraft to lose thrust just 30 seconds after takeoff.

Naidu emphasised that the investigation is being conducted in line with international protocols and that all necessary procedures were being followed. The minister's comments come amid growing public and media interest in the findings of the crash probe.

The AAIB is leading the probe, with assistance from multiple agencies. Investigators have retrieved both the Cockpit Voice Recorder and Flight Data Recorder, which are being examined for more definitive clues.