

BUSINESS LINE

DELHI

13 JUNE 2026

Parandur airport project 'crucial for Tamil Nadu's \$1.5 trillion economy goal'



(From left) J Krishnan, Partner, S Natesa Iyer Logistics LLP; VK Girish Pandian, President, Industrial Estate Manufacturers Association, Guindy; Vijay Gopalan, former CFO, AirAsia; and K Phanindra Reddy, IAS (retd), at a panel discussion. BUJO GHOSH

Our Bureau Chennai

Tamil Nadu's goal of becoming a \$1.5-trillion economy by 2036 could face a setback if the proposed greenfield airport at Parandur is delayed, industry leaders and former bureaucrats said here on Friday.

At a panel discussion on 'The Need for a Second Airport at Parandur', organised by community platform Super Chennai on Friday, participants argued that the project is no longer merely an aviation initiative but a strategic economic enabler that will determine Tamil Nadu's ability to attract investments, global capability centres, advanced manufacturing, high-value exports and international business over the coming decades.

CAPACITY AT LIMITS

K Phanindra Reddy, a former IAS officer, said infrastructure planning should begin well before facilities reach saturation.

He noted that Chennai airport's expanded capacity is expected to be exhausted by 2028, making the case for a second airport increasingly urgent. J Krishnan, Partner, S Natesa Iyer Logistics LLP, said, "Air cargo accounts for

only about 3 per cent of global trade by volume but nearly 35 per cent by value. As Tamil Nadu focuses on semiconductors, electronics and technology sectors, air cargo will become increasingly important," he said.

Vijay Gopalan, Chief Financial Officer of Entellus Industries Ltd and former AirAsia India executive, said Chennai was once India's third-largest airport and was viewed as a potential aviation hub for Southeast Asia.

"When AirAsia India was launched in 2013, Chennai was our preferred base because of its market potential. Unfortunately, opportunities were lost while competing cities moved ahead with airport expansion and privatisation," he said.

IT BOOM

"We lost opportunities during the IT boom despite starting early. We cannot afford to lose the next wave involving AI, electronics and knowledge industries. Connectivity is a key factor for investors and decision-makers," he added.

VK Girish Pandian, President of the Industrial Estate Manufacturers Association, noted that many multinational executives prefer Bengaluru due to its superior aviation infrastructure.



Corporate Communications Directorate

BUSINESS LINE

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13 JUNE 2026

Noida International Airport to handle 40 daily flights by July

TAKING OFF. IndiGo, Akasa Air are launching operations next week; Air India yet to announce plans

Rohit Vaid
Aneesh Phadnis
New Delhi/Mumbai

Noida International Airport (NIA), which begins commercial operations from Monday, will see 40-42 daily flights in the first two months, its senior management told *businessline* in an interaction.

While cargo operations too will start from day one, international flights are expected to start later this year with foreign carriers evincing interest to start services to the greenfield airport.

"In June, we will have 12 daily flights, and in July as more destinations get added, we would have around 40-42 flights per day," said Nitu Samra, the airport's Chief Executive Officer.

IndiGo and Akasa Air are launching operations from Noida airport next week but



In June, we will have 12 daily flights, and in July, as more destinations get added, we would have around 40-42 flights per day

NITU SAMRA
Chief Executive Officer, NIA



Air India is yet to announce its plans.

"We remain in contact and in discussion with other domestic and international carriers," said Christoph Schnellmann, Executive Vice-Chairman of the airport's board.

Noida airport, situated at Jewar, will provide better air connectivity for residents and businesses in western Uttar Pradesh. The first phase, consisting of a single

runway and passenger terminal, has been developed at cost of ₹11,200 crore.

Last month, the Airport Economic Regulatory Authority allowed the Noida airport to collect ₹490 as user development fee (UDF) from domestic departing passengers.

Asked if high UDF would deter passengers from flying from Noida, Samra said the fee is not that high considering it is an greenfield airport.

"Passengers now have an option to travel from either of the airports (Noida or Delhi), depending on where they are and depending upon the time of the day. They will make a choice," she said.

The airport estimates it will handle five million passengers in the first full year of operations and is not revising its projections despite a rise in aviation turbine fuel prices that has led airlines to cancel flights.

TRAFFIC OUTLOOK

"We are indeed in a situation where the industry is facing headwinds in India as well as globally. And our takeaway is that it makes traffic outlook and the traffic forecast in the short term just much more difficult to predict," Schnellmann said.

"I am convinced we are going to be able to provide passenger experience that sort of combine the technology

and operational efficiency that our parent company (Zurich airport) is known for," Schnellmann said.

"Let's say the materials that have been put to use in the terminal, the architectural elements that we have used the artwork, the ornamentation, the food and beverage offering again very much something that's hopefully unique and very much at home in western Uttar Pradesh," he said.

Navi Mumbai airport began operations last December. Asked about Noida airport's learning from the launch, Schnellmann said team at Navi Mumbai had worked hard for months to successfully launch the operation.

"Similarly, we have been working on operational readiness and testing and hopefully we will start successfully on Monday," he remarked.

नोएडा एयरपोर्ट से शहरों की कनेक्टिविटी पर्याप्त

दीपक पटेल
नई दिल्ली, 12 जून

नोएडा इंटरनैशनल एयरपोर्ट (एनआईए) और आसपास के शहरों तथा कस्बों के बीच सड़क और परिवहन कनेक्टिविटी फिलहाल अपेक्षित यात्रियों की संख्या के लिहाज से पर्याप्त है और जैसे-जैसे यात्री बढ़ेंगे अतिरिक्त सड़कें और रेल सेवाएं जोड़ी जाएंगी, यह बात एनआईए के उपाध्यक्ष क्रिस्टोफ श्नेलमन ने शुक्रवार को कही।

कुछ सप्ताह पहले, इंडिगो एयरलाइन ने एयरपोर्ट्स इकॉनॉमिक रेगुलेटरी अथॉरिटी (ईआईआरए) को जानकारी दी थी कि दिल्ली एयरपोर्ट मेट्रो नेटवर्क, बसों और हाइवे के माध्यम से व्यापक कनेक्टिविटी का लाभ लेता है लेकिन ऐसी परिवहन सुविधाएं एनआईए के लिए उपलब्ध नहीं हैं। इस विमानान कंपनी ने कहा था कि इससे यात्रियों को हवाईअड्डे तक पहुंचने में अधिक खर्च करना पड़ सकता है, साथ ही अधिक एयरपोर्ट शुल्क के कारण

हवाई किराये में भी वृद्धि हो सकती है।

बिजनेस स्टैंडर्ड से बातचीत में श्नेलमैन ने कहा, 'मुझे लगता है एयरपोर्ट बहुत अच्छी तरह जुड़ा हुआ है और यमुना एक्सप्रेसवे के बिल्कुल पास मौजूद है। जब तक रेल कनेक्टिविटी स्थापित नहीं होती, एक्सप्रेसवे ही मुख्य मार्ग बना रहेगा। हम यह सुनिश्चित करने के लिए बहुत सावधानी से काम कर रहे हैं कि हर बजट वर्ग के यात्री के लिए एयरपोर्ट तक पहुंचना आसान हो।'

एनआईए से सोमवार से उड़ानें शुरू होंगी और यह राष्ट्रीय राजधानी क्षेत्र (एनसीआर) का दूसरा बड़ा वाणिज्यिक हवाईअड्डा बन जाएगा, जो बढ़ती यात्री मांग को पूरा करेगा।

श्नेलमैन ने कहा कि इस हवाईअड्डे ने यात्रियों के लिए कई विकल्प सुनिश्चित किए हैं, जिनमें राज्य सरकार की बसें, ऐप आधारित टैक्सियां, प्रीमियम टैक्सी सेवाएं और एनसीआर तथा आगरा के प्रमुख स्थानों से कनेक्ट करने वाली कोच सेवाएं शामिल हैं। उन्होंने कहा, 'मुझे लगता है कि हमारी



हवाईअड्डे के परिचालन के पहले साल 50 से 55 लाख यात्रियों की उम्मीद

कनेक्टिविटी यात्रियों की अपेक्षित संख्या के लिए पर्याप्त है।'

साथ ही उन्होंने स्वीकार किया कि जैसे-जैसे एयरपोर्ट बढ़ेगा अतिरिक्त बुनियादी ढांचे की आवश्यकता होगी। एनआईए ने सालाना 7 करोड़ यात्रियों तक संचालन के लिए मास्टर प्लान पेश किया है, जिसके लिए अंततः रेल

आधारित कनेक्टिविटी, जैसे क्षेत्रीय रैपिड ट्रांजिट सिस्टम (आरआरटीएस) और अन्य मास ट्रांजिट लिंक की जरूरत होगी।

आरआरटीएस कनेक्शन की समय-सीमा के बारे में पूछे जाने पर श्नेलमैन ने कहा कि अगले तीन से चार वर्षों में परियोजना में महत्वपूर्ण प्रगति दिखाई देगी लेकिन इस अवधि में इसे पूरी तरह से संचालन में लाना संभव नहीं होगा।

ज्यूरिख एयरपोर्ट इंटरनैशनल की सहायक कंपनी एनआईए ने कहा है कि वह इस साल की शुरुआत में ईआईआरए को दिए गए यात्री यातायात अनुमानों पर कायम है। हालांकि, उसने माना कि पश्चिम एशिया में हाल में हुए संघर्ष के कारण भविष्य का अनुमान लगाना पहले की तुलना में अधिक चुनौतीपूर्ण हो गया है। एनआईए की मुख्य कार्यकारी अधिकारी (सीईओ) नीतू समरा ने कहा, 'हमें उम्मीद है कि एयरपोर्ट के संचालन के पहले वित्त वर्ष में यात्री संख्या करीब 50 से 55 लाख के बीच रहेगी।'



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

13 JUNE 2026

Surface connectivity adequate: Noida airport V-C



“THE YAMUNA EXPRESSWAY WILL BE THE MAIN CONDUIT FROM THE AIRPORT UNTIL RAIL CONNECTIVITY IS ESTABLISHED”

Christoph Schnellmann
Vice Chairman, Noida International Airport

DEEPAK PATEL
New Delhi, 12 June

The surface connectivity between the Noida International Airport (NIA) and surrounding cities and towns was already adequate for the expected passenger traffic right now, and additional roads as well as rail services would be added as and when the traffic would increase, said its Vice Chairman Christoph Schnellmann on Friday.

A few weeks back, IndiGo airline had informed the Airports Economic Regulatory Authority (AERA) that while the Delhi airport benefits from extensive connectivity through the Metro network, buses and highways, similar supporting surface transport infrastructure is not yet available for the NIA. This could result in passengers incurring higher commuting costs to reach the airport, in addition to potentially higher airfares stemming

from high airport tariffs, it added.

In an interview with *Business Standard* on Friday, Schnellmann said: “I think the airport is very, very well connected and directly adjacent to the Yamuna Expressway. And clearly the expressway will be the main conduit from the airport until rail connectivity is established. But we’ve been very deliberate about helping to ensure that there’s a quick and easy way to reach the airport for every budget.”

The NIA will start handling flights from Monday onwards, becoming the second major commercial airport in the National Capital Region (NCR) to address the rising passenger demand.

Schnellmann said the airport has worked to ensure passengers have multiple transport options, including state-run buses, app-based taxis, premium taxi and coach services, connecting key locations in the NCR and Agra.

“I think the connectivity is more than adequate for the number of passengers that we expect,” he said.

At the same time, he admitted that additional infrastructure would be required as the airport grows. NIA has presented a master plan for handling up to 70 million passengers annually, which would eventually require rail-based connectivity such as the Regional Rapid Transit System (RRTS) and other mass transit links.

Asked about the timeline for the proposed RRTS connection, Schnellmann said substantial progress should be visible over the next three to four years, but added that the project was unlikely to be operational within that period.

The airport operator — which is a subsidiary of Zurich Airport International — was maintaining the passenger traffic projections submitted to AERA earlier this year, although it acknowl-

edged that recent West Asia conflict have made forecasting more difficult.

Referring to passenger traffic expected during the airport’s first financial year of operations, Chief Executive Officer of NIA Nitu Samra said, “We expect to be in the range of, let’s say, five, five and a half million.”

Schnellmann said the ongoing West Asia conflict has increased uncertainty for the aviation sector. “Clearly looking forward or making these types of (traffic) predictions has become more challenging at the moment,” he said.

Despite the uncertainty, airport executives said they do not expect any impact on the airport’s credit profile or long-term expansion plans.

Samra said lenders and rating agencies continue to remain positive because of the airport’s long-term growth potential and the strength of its catchment area, which spans western Uttar Pradesh, Noida, Greater Noida, Delhi and adjoining NCR cities.

Expansion work will continue even after flight operations begin. Schnell-

mann said the airport is already pursuing a project to add nine additional aircraft parking stands. Construction activity is also continuing in the international section of the passenger terminal ahead of the planned launch of international operations later this year.

He said the airport has been engaging with the Ministry of Civil Aviation on bilateral traffic rights issue. However, Schnellmann clarified that the airport has not sought separate “point-of-call status” from Delhi.

Bilateral air-service agreements determine how many airlines from two countries can operate and the cities they can serve in each other’s markets. Since these agreements typically designate Delhi city as a point-of-call rather than a specific airport, the government will need to decide how foreign carriers can utilise their Delhi traffic rights between the Delhi airport and the NIA, and whether a separate allocation mechanism is needed for the two airports.

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DAINIK BHASKAR

JAIPUR

12 JUNE 2026

लोकल सर्कल्स सर्वे • 14 हजार यात्रियों के जवाब नोएडा एयरपोर्ट: एक महीने में 5 गुना बढ़ी यात्रियों की दिलचस्पी

भास्कर न्यूज | नोएडा

नोएडा इंटरनेशनल एयरपोर्ट (जेवर) 15 जून से शुरू होने जा रहा है, जिसे लेकर दिल्ली-एनसीआर के यात्रियों में उड़ान भरने का क्रेज बढ़ा है। लोकल सर्कल्स के सर्वे के मुताबिक, अगले तीन महीनों के लिए करीब 8% यात्रियों ने यहां से फ्लाइट बुक कर ली है, जबकि 15% लोग सफर की योजना बना रहे हैं। कुल 23% यात्रियों का यह नया रुझान पिछले महीने के मुकाबले पांच गुना अधिक है। इस सर्वे में दिल्ली-एनसीआर के 14 हजार से ज्यादा जवाब को शामिल किया गया।

8% यात्रियों की अगले 3 माह में एक उड़ान नोएडा से बुक

सवाल: अगले 3 महीनों में आप कहाँ से उड़ान भरेंगे?



- सभी उड़ानें सिर्फ दिल्ली से तय
- दिल्ली से, एक उड़ान नोएडा से
- बुकिंग बाकी है, उड़ान दिल्ली से
- बुकिंग बाकी है, उड़ान नोएडा से



Corporate Communications Directorate

DESHBANDHU

DELHI

13 JUNE 2026

नोएडा इंटरनेशनल एयरपोर्ट की पहली उड़ान के साक्षी बनेंगे 75 कारोबारी परिवार

ग्रेटर नोएडा, 12 जून (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के इतिहास में 15 जून 2026 का दिन एक नई शुरुआत के रूप में दर्ज होने जा रहा है। इस अवसर को खास बनाने के लिए सीआरसी ग्रुप ने नोएडा के 75 प्रमुख कारोबारी परिवारों को लखनऊ से नोएडा इंटरनेशनल एयरपोर्ट तक संचालित होने वाली पहली वाणिज्यिक यात्री उड़ान का हिस्सा बनाने की घोषणा की है। यह उड़ान नोएडा इंटरनेशनल एयरपोर्ट पर उतरने वाली पहली कामर्शियल पैसेंजर फ्लाइट होगी। इसके साथ ही एयरपोर्ट पर यात्री सेवाओं की औपचारिक शुरुआत हो जाएगी। लखनऊ-नोएडा रूट की यह उद्घाटन उड़ान देश की सबसे महत्वपूर्ण आधारभूत संरचना परियोजनाओं में शामिल इस एयरपोर्ट के वाणिज्यिक संचालन का शुभारंभ करेगी। सीआरसी ग्रुप को इस पहल का उद्देश्य क्षेत्र के प्रमुख उद्योगपतियों, उद्यमियों, निवेशकों और कारोबारी नेताओं को उत्तर प्रदेश के विकास से जुड़े इस ऐतिहासिक पल का प्रत्यक्ष अनुभव कराना है। कंपनी का मानना है कि नोएडा और यमुना एक्सप्रेस वे क्षेत्र आने वाले वर्षों में व्यापार, निवेश और शहरी विकास के सबसे बड़े केंद्रों में शामिल होंगे। उड़ान में शामिल होने वाले अतिथियों को देश



■ सीआरसी ग्रुप ने की अनूठी पहल, उद्योगपतियों, उद्यमियों, निवेशकों और कारोबारी प्रदेश के विकास से ऐतिहासिक पल का कराना है अनुभव

के सबसे नए अंतरराष्ट्रीय हवाई अड्डे को करीब से देखने का अवसर मिलेगा। सीआरसी ग्रुप के बिजनेस मैनेजमेंट एवं मार्केटिंग डायरेक्टर सलिल कुमार ने कहा नोएडा की विकास गाथा को इतनी तेजी से आगे बढ़ते देखना हमारे लिए बेहद खुशी की बात है। भारत का यह सबसे बड़ा एयरपोर्ट नोएडा की उपलब्धियों में एक नया चमकदार मुकुट जोड़ने का काम करेगा। एयरपोर्ट के शुरू होने से ग्लोबल कैपेबिलिटी सेंटर्स समेत कई उद्योगों के लिए यहां निवेश के नए अवसर पैदा होंगे और आने वाले समय में इस क्षेत्र में निवेश का प्रवाह और तेज होगा।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

12 JUNE 2026

Prestige group to invest Rs 1,800 crore in Airport City

BENGALURU, DHNS:

Prestige Group and Bengaluru Airport City Limited (BACL) on Thursday unveiled plans for a 1.5 million sqft mixed use development within the Bengaluru Airport City precincts.

The development, planned on a 14.2-acre parcel near Kempegowda International Airport, will entail investment of around Rs 1,800 crore. The project is expected to become operational by 2031. Construction is set to commence by early 2027.

Anchored by a convention and exhibition centre, the mixed use development will include luxury hotels, office space, retail and food outlets,

as well as a performing arts space, with a proposed seating capacity of 2,500.

Designed by global architecture firm Kohn Pedersen Fox (KPF), the development is set to draw inspiration from Bengaluru's dual identity as a garden city and a centre for technology and innovation.

Sustainability considerations have been integrated into the design through a large architectural canopy that will support solar power generation, rainwater harvesting and noise mitigation, the KPF team said. The canopy is also intended to improve thermal comfort across outdoor public spaces.

The hospitality component

is expected to feature the Marriott Marquis and St Regis brands, subject to approvals, shared Irfan Razack, chairman and managing director of Prestige Group.

"It would have been wonderful to do even residential as a mixed-use. But the concession agreement of the airport authority doesn't allow it and also because it's on leased land. So, any residential development that is happening should be outside this. Prestige has done a lot of residential work in the northern part of the city. It's a continuous process," he said.

The project forms part of the larger Airport City initiative being developed by BACL

on land adjoining the airport.

About 110 acres out of the 450-acre Airport City have already been developed or are under development, said Hari Marar, managing director and CEO of Bangalore International Airport Limited (BIAL).

Conceived as an economic hub, the Airport City is expected to house commercial offices, entertainment venues, healthcare facilities and educational institutions, among other projects.

Marar said the airport ecosystem has the potential to accommodate 15-18 million square feet of office space and between 4,500 and 5,200 hotel rooms over the long term.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

13 JUNE 2026

[INTERVIEW] NOIDA AIRPORT CEO NITU SAMRA AND VICE-CHAIRMAN CHRISTOPH SCHNELLMANN

'Int'l services to start by year-end'

NEW DELHI: Passengers will be able to board flights from Noida International Airport (NIA) from June 15, marking the launch of commercial operations at the greenfield airport. Airport chief executive officer Nitu Samra and vice-chairman Christoph Schnellmann spoke to Neha LM Tripathi about the launch, connectivity plans, airline interest and the airport's long-term growth strategy. Edited excerpts:

Can you speak about access to the airport, since that's one of the most important factors for people when booking flights?

Samra: Just two days before this exciting day, let me tell you about connectivity. The airport is strategically located and well connected through the Yamuna Expressway. It offers signal-free connectivity and can be reached in around 25 minutes from Greater Noida and 45 minutes from Noida. It is also well connected to Gurugram, Faridabad and other cities.

We have ensured that different modes of transport are available to suit different budgets and requirements. These range from airport taxis and app-based cab services to bus services. Buses



NIA CEO Nitu Samra; vice-chairman Christoph Schnellmann.

will be available from different cities and states, including Haryana and Uttar Pradesh.

Can you tell us about your plans for international operations? When can flyers expect them, and what kind of footfall are you expecting?

Samra: We expect international operations to begin by the end of the year. On June 15, we will start with a few destinations and around six flights a day. From July onwards, this will be ramped up to more than 20 destinations. As operations stabilise, more destinations will be added through the year. In terms of footfall for our first financial year, we expect traffic to be in the range of 4.5 to 5 million passengers. As operations expand,



we expect further growth and will continue to provide updates.

Apart from the airlines that have announced services, are you in talks with others interested in operating from Noida?

Samra: Yes, we are in discussions with several airlines. IndiGo will start operations first, followed by Akasa on June 16. We are also in talks with Air India and Air India Express, which we expect will begin services sometime soon.

You are starting operations at a time when the domestic aviation industry is facing headwinds. Do you think this could affect the growth projections for the first phase?

Christoph: We are incredibly confident about the growth prospects for aviation in India. During the development of this airport, we navigated several major disruptions, starting with the Covid-19 pandemic. We saw air traffic rebound remarkably quickly after that. We then witnessed the war in Ukraine, and now the West Asia crisis, which has significantly disrupted aviation globally. Clearly, the West Asia crisis makes things more challenging. We have seen airlines reduce capacity and lower traffic expectations... It is difficult to predict the long-term impact... But we remain confident in the resilience of the aviation industry in India. Demand for air travel remains strong, and our long-term growth outlook for both the airport and the aviation sector remains unchanged.

One advantage this airport was expected to offer was lower fares. Critics say that advantage has been lost because of higher airport charges. What then is the airport's USP?

Christoph: I don't think that is a correct assessment... We understand the importance of

keeping costs competitive and have been deliberate from day one in designing infrastructure and processes that enable quick, easy and cost-efficient operations for users. We see now that tariffs that have been determined as part of the regulatory tariff determination process are absolutely competitive, on par with other greenfield and brownfield projects across the country. I am certain that tickets will be absolutely competitive.

Do you see Delhi airport as competition?

Christoph: I think the word "option" is important. With the opening of Noida International Airport, travellers to and from Delhi-NCR and western Uttar Pradesh now have a second option. We are excited to provide additional connectivity and greater choice for passengers.

What kind of international destinations can passengers expect from Noida?

Samra: International services will begin towards the end of the year. We have received interest from several airlines for destinations in southeast Asia, the UAE and in several other international markets.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

12 JUNE 2026

Airport guard dragged by cab, critical

Megha Sood

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MUMBAI: A 35-year-old security guard employed with a private agency is battling for his life after being hit and dragged by a speeding cab near Mumbai airport on Tuesday night.

According to the police, the injured guard, Ganesh Pawar, was on duty near Gate No. 7 of the Chhatrapati Shivaji Maharaj International Airport (CSMIA)

when the incident occurred. His colleague, security in-charge Himanshu Swami, suffered head injuries while trying to help Pawar.

Police said the cab driver, Vinod Singh, was detained shortly after the incident, allegedly while attempting to flee.

Investigators said that Singh was allegedly trying to evade a penalty for violating airport parking rules and for picking up a passenger from the departure

area, which is prohibited.

According to Swami's complaint, the incident occurred around 8pm when Singh arrived at the airport departure gate in his cab after dropping off a passenger. Security personnel noticed a disturbance involving the vehicle and attempted to stop it for inspection.

Pawar approached the cab and signalled the driver to halt. Instead, the vehicle allegedly accelerated, knocking him

down. Pawar became trapped beneath the cab and was dragged for some distance as the driver continued moving.

On seeing his colleague trapped under the vehicle, Swami rushed to help and attempted to pull Pawar to safety. In the process, he too sustained injuries.

Both men were taken to hospital, where Pawar remains in critical condition. Singh has been booked.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

12 JUNE 2026

China pips Adani to Kenya airport deal

OUR BUREAU

Calcutta: Kenya picked a Chinese firm for a \$2.9-billion upgrade of its biggest airport, sources said, two years after a concession deal with Adani Group was cancelled, according to a Bloomberg report.

The East African nation awarded China Communications Construction Co. (CCCC) an engineering, procurement and construction contract to update and expand the Jomo Kenyatta International Airport, the sources said.

The deal cements Chinese companies' grip on major infrastructure projects in Kenya, where CCCC's portfolio already includes a new railway, a

60,000-seat stadium, a toll road and a convention centre.

The airport project will be partly funded by the proceeds of privatisation invested in a newly-formed National Infrastructure Fund. Construction work is expected to begin this month, the sources said. Kenya will also finance the project through commercial loans backed by securitising an air-passenger service charge.

An unsolicited \$2.6-billion bid by Gautam Adani to operate the Nairobi airport for three decades sparked protests and an aviation workers' strike in 2024, forcing Kenyan President William Ruto's government to cancel the deal.

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

12 JUNE 2026

Gold worth ₹60 lakh seized

Was Shaped Into Small Hooks To Avoid Detection

TIMES NEWS NETWORK

Ahmedabad: In the form of paste concealed in underwear, as suitcase rivets or as capsules concealed in the mouth and rectum, smugglers have tried their ingenuity to sneak in gold through the Ahmedabad airport. On Thursday, customs officers at the Sardar Vallabhbhai International Airport foiled yet another such attempt after discovering 600g of gold shaped into tiny hooks in a passenger's luggage. The gold was valued at Rs 60 lakh, officers said, adding that the passenger has been apprehended.

According to customs offi-



Officers said the hooks, sourced from Gulf countries, could have been part of gold chains or were to be used for such jewellery

cers, the native of Veraval arrived at the airport from Sharjah. Based on passenger profiling, he was intercepted while trying to exit from the Green Channel for those who have nothing to declare to customs officers. "Detailed examination showed gold chain hooks of 18K (750 purity) and 14K (585 purity), weighing a total of 600.240g concealed inside



Pics: TOI

two trolley bags. The combined market value of the seized gold hooks has been assessed at Rs 60.2 lakh," according to a press release from the customs department.

Sources said the hooks were found packed in four different polythene bags. "It is possible that they may be part of gold chains or were to be used with gold chains, and sourced

from Gulf countries. The passenger is being questioned on this unusual find. The gold has been seized under Customs Act, 1962, and the passenger has been placed under arrest," the sources said.

There have been several cases where smugglers have tried to hoodwink customs officers.

In Feb this year, a man had layered his underwear with gold in an attempt to walk out undetected with the consignment worth Rs 44.3 lakh. A month earlier, officers searched a passenger arriving from Bangkok and found four small capsules wrapped with black tape. The man had concealed these capsules, weighing 108g in total, in his mouth. Gold weighing 553g and worth over Rs 83.3 lakh was found concealed inside a woman's rectum.

‘Beauty queen’ caught at airport smuggling drugs worth ₹1.8 crore

She Says Person Who Befriended Her During Bangkok Trip Gave Bag

Ahmed.Ali@timesofindia.com

Mumbai: A 29-year-old woman, a relationship manager with a private bank and runner-up in a beauty contest last year, was arrested on Thursday morning by the customs authorities for smuggling 11.824 kg of hydroponic weed worth Rs 11.82 crore into India from Bangkok.

The woman, Harsha Sunny, in her defence told customs a person who befriended her during the trip allegedly gained her confidence and persuaded her to carry a bag to In-

dia. Sunny was intercepted at around 4 am Thursday at the airport on her arrival from Bangkok. Officials, based on passenger profiling, suspected that she could be carrying contraband items.

According to sources, her personal search was conducted before a gazetted officer under the provisions of the NDPS Act, but no contraband was found on her person. But during examination of her baggage, officers recovered 12 vacuum-sealed packets concealed inside a



trolley bag. Officials said the packets contained green-coloured flowering and fruiting tops of the cannabis plant, suspected to be hydroponic weed (ganja). The substance tested

positive using the NDPS field testing kit.

Customs officials stated the seized hydroponic weed had an estimated illicit market value of Rs 11.82 crore.

Harsha Sunny was arrested under provisions of the NDPS Act and was produced before the NDPS court, which remanded her to judicial custody.

Advocate Prabhakar Tripathi, appearing for Sunny, claimed she was unaware of the bag's contents. "This appears a classic case of an unsuspecting traveller exploited by organised traffickers. The woman had visited Bangkok for tourism and to explore professional opportunities in the nail-art and modelling sectors. A person who befriended her during the trip allegedly gained her confidence and persuaded her to carry a bag to India. Our client's consistent case is she had no knowledge of any illegal contents," Tripathi said.

Omar meets Rajnath, Naidu over proposed Srinagar airport closure

OUR CORRESPONDENT

SRINAGAR, JUNE 12

Chief Minister Omar Abdullah has raised concerns over the proposed closure of Srinagar International Airport from October 1 to 16, 2026, scheduled under Phase III of the runway resurfacing project, during separate meetings with Union Defence Minister Rajnath Singh and Union Civil Aviation Minister Kinjarapu Rammohan Naidu in New Delhi.

An official spokesperson said the Chief Minister highlighted the importance of uninterrupted air connectivity to Jammu and Kashmir, particularly during the peak autumn tourism season when the Valley attracts a large number of visitors from across the country.

While acknowledging that the resurfacing work is essential for operational safety and respecting the assessment of the Indian Air Force, Omar expressed concern over the timing of the final phase, which coincides with one of the busiest periods for the tourism sector.

Officials said the Chief Minister informed the Union Ministers that air services to the Valley had already been affected since April due to earlier phases of the resurfacing programme. A complete suspension of flights in the first half of October, he said, would adversely impact tourism, hospitality, transport, handicrafts and other sectors that support thou-



Jammu and Kashmir Chief Minister Omar Abdullah meets Union Minister for Civil Aviation Kinjarapu Rammohan Naidu.

sands of livelihoods.

Highlighting the wider economic implications, Omar said the closure could lead to travel disruptions and cancellations, causing inconvenience to residents and visitors while affecting business activity during a crucial tourism season.

During his meeting with the Defence Minister, he requested that the Indian Air Force explore the possibility of shortening or phasing the final stage of the project without compromising safety or operational requirements.

He also proposed that if a complete closure becomes unavoidable, limited civil flight operations may be allowed from the Awantipora Air Base to ensure essential connectivity.

Recalling his earlier tenure as Chief Minister, Omar noted that civil flights had successfully operated from Awantipora during runway

resurfacing works in September 2010 under a coordinated arrangement involving the Ministries of Defence and Civil Aviation.

"We are working on possible alternatives to minimise disruption and maintain a basic flight schedule, as was done during similar airport closures in 1998 and 2010," he said.

During his meeting with the Civil Aviation Minister, Omar sought intervention to facilitate discussions with the Defence Ministry on reviewing the timing of Phase III, including the possibility of shortening, phasing or shifting the closure to a leaner travel period without compromising safety.

The Chief Minister stressed that any alternative arrangement would require extensive inter-agency coordination and advance planning, and therefore needed to be initiated well before the scheduled closure period.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

13 JUNE 2026



Family members of the AI 171 crew, who died in the air crash, pay tribute during a memorial service on the first anniversary of the tragedy, in Mumbai on Friday; and (inset) a distraught relative | PTI



Longer wait for final AI-171 crash report

S LALITHA @ New Delhi

EXACTLY a year after Air India flight 171 crashed during takeoff at Ahmedabad, killing 260 passengers and crew, there was no closure for the family members of the victims as the much-awaited final probe report remained elusive.

Instead, the Aircraft Accident Investigations Bureau put out an interim statement, saying "The Final Report will be released upon completion of all investigative activities and the requisite international review and consultation processes prescribed under ICAO (International Civil Aviation

Significant progress in probe, claims AAIB

AAIB's interim statement claimed significant progress in the examination and analysis of AI-171's systems, flight recorder data, engine-related components, maintenance and operational records, and other relevant evidence. "The evidence gathered and the results of various examinations are currently being analysed"

Organisation) Annex 13."

The final report will take two-three more months for wrap-up, said a source familiar with the developments. Asked about ICAO's recommendation on the final probe report into any major accident within 12 months of the incident, the source said, "It only encourages the submission of

the report. It is not binding on us. Interim reports also can be submitted or statement on the progress too can be furnished, which is what we have done."

When asked what part of the report was pending, the source said since there was massive condemnation after the preliminary report was released on July 12, 2025, which attrib-

uted the accident to human error, the Directorate General of Civil Aviation (DGCA) had decided to carry out an inspection of the Boeing's Fuel Control Switch (FCS) in the US to be doubly sure as multiple reports and experts repeatedly spoke of its malfunctioning. AI-171's fuel switch moved to OFF shortly after take-off, resulting in the crash.

Another Air India Boeing flight AIC 132 was grounded on Feb 2, 2026, after pilots reported that the FCS slipped from RUN to CUT OFF when pushed slightly as it did not lock securely. "The DGCA visit will happen soon," he added.

Corporate Communications Directorate

AMAR UJALA

DELHI

13 JUNE 2026

अहमदाबाद विमान हादसे के एक साल पूरे...एएआईबी ने जारी किया अंतरिम बयान जांच का मकसद सुरक्षा सुधार, सिर्फ दोष तय करना नहीं

अमर उजाला ब्यूरो

नई दिल्ली। अहमदाबाद विमान हादसे की पहली बरस पर विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने पीड़ित परिवारों के प्रति संवेदना व्यक्त करते हुए कहा कि उसकी जांच का मकसद दोष तय करना नहीं बल्कि सुरक्षा सुधार है। एएआईबी ने एअर इंडिया की उड़ान संख्या एआई-171 के हादसे पर शक्रवार को अंतरिम बयान जारी किया।

एएआईबी ने कहा कि खोले एक वर्ष में जांच टीम ने तकनीकी, परिचालन, संगठनात्मक और मानवोप पहलुओं से जुड़े सभी महत्वपूर्ण तथ्यों की गहन जांच की है। इसमें अंतरराष्ट्रीय प्रतिनिधियों, तकनीकी सलाहकारों और विशेषज्ञों का सहयोग लिया गया है। जांच के दौरान विमान प्रणाली, फ्लाइट रिकॉर्डर डेटा, इंजन से जुड़े घटक, रखरखाव रिकॉर्ड और परिचालन दस्तावेजों



अहमदाबाद में विलाप करते हुए अपने बेटे को श्रद्धांजलि देती मां।

अपनों को श्रद्धांजलि

हादसे की पहली बरस पर मुंबई में पीड़ित परिवारों, मित्रों और विमानन समुदाय के सदस्यों ने एकत्र होकर मृतकों को श्रद्धांजलि दी। यह दुर्घटना उड़ान के शुरुआती चरण में ही हुई थी और देश के सबसे गंभीर विमान हादसों में से एक मानी जाती है।

का विस्तृत विश्लेषण किया गया है। ब्यूरो ने स्पष्ट किया कि वर्तमान में सभी साक्ष्यों और निष्कर्षों का समग्र विश्लेषण किया जा रहा है। ब्यूरो ने यह भी कहा कि जांच पूरी होने के बाद ही अंतिम रिपोर्ट जारी की जाएगी, जो अंतरराष्ट्रीय समीक्षा और आईसीएओ एन्नेक्स 13 के तहत आवश्यक प्रक्रियाओं

से गुजरेगी। उधर, नागरिक उड्डयन मंत्री राम मोहन नाथ ने हादसे के पीड़ितों को श्रद्धांजलि दी। उन्होंने सोशल मीडिया पोस्ट में कहा कि जांच लगन और पेशेवर तरीके से आगे बढ़ रही है। सरकार दुर्घटना के कारणों की निष्पक्ष और विस्तृत जांच के लिए प्रतिबद्ध है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JUNE 2026

Air India strengthens internal safety audits following Ahmedabad crash

Aneesh Phadnis
Mumbai

Air India has strengthened its internal safety audits going beyond the regulatory requirements, the airline has said.

This change was brought following the Ahmedabad air crash last June that killed 260 people.

The Directorate General of Civil Aviation (DGCA) regulation requires airlines to carry out internal safety audits of various departments like operations, maintenance, ground handling, etc. As per the regulation, audit needs to be carried out once annually at the main base and once in two years at other airports.

Air India said it has taken a rigorous approach and is carrying out internal audits at its Delhi hub twice annually.

Audits at other stations would be carried once every year.

"This reflects a conscious move to exceed regulatory requirements. This broader and more frequent audit regime reinforces oversight, drives continuous improvement, and strengthens operational resilience," the airline said.

MORE INSPECTIONS

In the aftermath of the crash last June, Air India initiated a voluntary safety pause to carry out additional inspections on its widebody Boeing 777 and Boeing 787 under DGCA supervision.

The additional ground time also helped the airline to work on fleet reliability aimed at reducing technical delays and cancellations.

The focus has been on identifying recurring issues, carrying out component upgrades, and strengthening

More audits reinforce oversight, drive continuous improvement, and strengthen operational resilience

maintenance and spare parts support so that flights operate more smoothly and on schedule. Air India said the scope of reliability enhancement programme for widebody aircraft had expanded over the last year, to identify and address opportunities to improve operational performance across the fleet.

While there are improvements, Air India's record in safety is still below par.

In its March report, a parliamentary panel highlighted details of DGCA audit that

found recurring defects in 377 of 754 commercial aircraft in India. The audit was carried out between January 2025 and February 2026.

In the case of Air India, 137 of its 166 aircraft showed repeated defects while 54 of Air India Express's 101 planes had persistent technical issues.

"Safety is not a priority for Air India despite the AI 171 accident last June. One would have hoped for greater accountability from the top leadership but that has not happened," said Captain Mohan Ranganathan, an aviation safety expert.

"Post Ahmedabad crash, there have been many safety-related incidents like pilots flying without valid licences. Crew fatigue is also an area of concern. It seems the airline is prioritising commercial considerations over safety," he alleged.



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JUNE 2026

AAIB continues investigation into Air India crash

Rohit Vaid
New Delhi

The Aircraft Accident Investigation Bureau (AAIB) has said that technical evaluation as well as specialist examination are continuing as part of the ongoing investigation into the Air India AI171 crash.

businessline was the first to report on Thursday, citing sources, that the investigation "is on track" and that it might take another "2-3 months before completion".

Speaking to *businessline* on Friday, industry insiders



MAJOR HEADWAY. AAIB said that significant progress had been made in analysing evidence gathered during the probe

pointed out that crash investigation reports globally take an average of two and a half years to be completed.

Consequently, the AAIB on Friday issued an interim statement on the first anniversary of the accident,

June 12, 2026, stating that significant progress had been made in analysing evidence gathered during the probe.

The probe agency said that the evidence collected so far, along with the results of vari-

ous examinations, is currently being analysed in a comprehensive and integrated manner.

"Additional technical evaluations and specialist examinations, wherever considered necessary, will continue to be undertaken to ensure that all findings and conclusions are supported by verified evidence and sound scientific analysis," the bureau said.

The statement comes a year after the Air India flight to London crashed shortly after take-off, resulting in the loss of 260 lives.

According to AAIB, the in-

vestigation team had carried out an extensive examination of technical, operational, organisational and human factors associated with the accident.

SIGNIFICANT PROGRESS

Furthermore, the AAIB said significant progress had been made in the examination and analysis of aircraft systems, flight recorder data, engine-related components, maintenance records, operational documentation and other evidence relevant to the investigation.

However, the AAIB main-

tained that the investigation was ongoing, and further technical work would continue before the final report is completed.

The bureau reiterated that the final investigation report would be released only after the completion of all investigative activities, as well as the international review and consultation processes prescribed under ICAO Annex 13. The AAIB emphasised that the purpose of an accident investigation is to improve aviation safety through the identification of lessons and safety recommendations, and not to apportion blame or liability.

Corporate Communications Directorate

BUSINESS LINE

DELHI

13 JUNE 2026

A daughter's final selfie, unanswered questions and a year of grief as kin of Air India crash reunite

Avinash Nair
Ahmedabad

Suresh Mistry held on tightly to the last photograph his daughter ever clicked. The selfie, taken by 24-year-old Kinal Mistry at Ahmedabad airport moments before she boarded Air India flight AI-171 on June 12 last year, captured a young woman about to begin a journey.

Hours later, she was among the 260 people killed in one of India's deadliest aviation disasters.

On Friday, as families of victims gathered in Ahmedabad to mark the first anniversary of the crash, Mistry carried the photograph with him. Around him sat nearly 150 families connected by a shared tragedy.

Some carried framed portraits. Others brought files containing compensation claims, correspondence with authorities and requests for missing belongings. Almost all carried questions that re-

mained unanswered a year later.

"Had the government organised a memorial service and met the families of the victims, it would have been heartening for us," Mistry said.

REMEMBRANCE EVENT

The gathering, organised by Chionuma Law Firm and Beasley Allen Law Firm, became more than a remembrance event. It evolved into a forum where grieving families spoke of delayed investigations, unrecovered possessions, compensation disputes and what many described as an absence of official recognition of their loss.

For Mistry, the anniversary was particularly difficult. Kinal had travelled to India for a month and was preparing to return after undergoing a dental procedure. Instead, her family members found themselves marking her first death anniversary. "Today we had a ceremony back at our home in Anand,



SHARING SORROW. Family members of the victims of the crash attend 'A Day of Remembrance' on Friday, marking the first anniversary of the tragedy in Ahmedabad **ANI**

but I decided to travel here for this get-together," he said.

The search for answers was a recurring theme through the afternoon. Prakash Chaudhary, who travelled from Dhanera in Banaskantha district, lost his younger sister Dhapuben and her husband Kamlesh in the crash. The couple had been married barely five months. Their trip aboard AI-171 was meant to be their

first journey abroad together.

"My youngest sister and her husband were on the flight," Chaudhary said. "It's been a year since the crash happened and the government is yet to find out what caused the crash."

UNCERTAINTY PREVAILS

For many families, the passage of time has only deepened their frustration. While anniversaries are ex-

pected to bring closure, several attendees said the absence of a final report has prolonged uncertainty. Others spoke of a different kind of anguish — the inability to recover the belongings their loved ones carried on board.

Eighteen-year-old Vihar Parikh flew in from London with his father to attend the gathering in memory of his grandfather, who died in the crash. The family is still waiting for the return of his grandfather's mobile phone and personal documents.

"We are yet to receive the mobile phone and the documents that my grandfather was carrying," Parikh said.

"Photographs of these recovered documents and passports were sent to us."

What has troubled the family further is evidence suggesting the phone may have been active months after the crash.

"The Google activity also showed that my grandfather's phone had become active on March 15, 2026. Des-

pite us mailing Air India to recover the belongings, there has been no response from the airline," he said.

DAMAGED BAGGAGE

Parikh said the experience has affected the family's confidence in the airline. During their journey to Ahmedabad for the anniversary event, he and his father encountered flight delays and damaged baggage.

"All I want to ask is, will anything improve in the near future?" he said.

Questions over documentation and identification procedures also surfaced during the gathering. Kinal Patel from Vasad lost her mother, who was travelling abroad for the first time to visit her son. A year later, she says several aspects of the official records continue to puzzle the family.

"My mother who was travelling for the first time on the flight to meet my brother was killed," Patel said. "Today I just want to say that

the government should come out with the report on the crash as soon as possible."

She pointed to inconsistencies she believes remain unexplained. "My mother's *panchnama* clearly says that her DNA test was conducted using the victim's blood. But the documents also say that the body was burnt. There have been unanswered questions."

The struggles described by families were not limited to grief and unanswered queries.

MENTALLY HARASSED

Dipak Manariya, who travelled from Udaipur, said life after the tragedy brought fresh challenges. After losing his father in the crash, he accepted a job offered through the Tata Trust. "After my father passed away in the crash, the Tata Trust gave me a job. I joined in January 2026 and thereafter I was mentally harassed," Manariya alleged.

He said repeated requests

to be stationed closer to home were denied.

"Despite my request to be stationed in Udaipur, I was asked to visit far-flung places like Dungarpur and Banswara. After three months, I quit the job," he said.

Even now, he added, some of his father's belongings remain missing despite repeated emails to both Air India and the Tata Trust. Allegations made by the families against Air India could not be independently verified.

Not all those remembered at the gathering had been passengers on the aircraft. Among those attending was Nilesh Setha, whose brother and sister — both doctors — died when the aircraft crashed into the Atulyam hostel complex. They were on the ground when disaster struck.

"My only request to the government is to build a memorial at the crash site in memory of all those who died," Setha said.

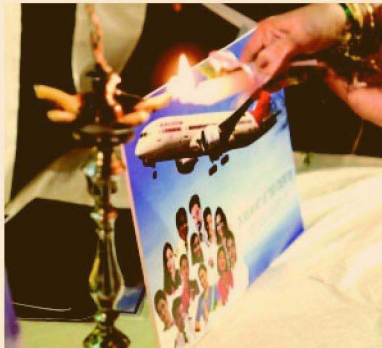
एआई-171 हादसे का एक साल

जांच पूरी होने पर ही रिपोर्ट : एएआईबी

दीपक पटेल

गत वर्ष दुर्घटनाग्रस्त हुए एयर इंडिया के विमान एआई-171 की हादसे से संबंधित अंतिम रिपोर्ट तब जारी की जाएगी जब सभी 'जांच गतिविधियाँ' और 'आवश्यक अंतरराष्ट्रीय समीक्षा एवं परामर्श प्रक्रियाएँ' अंतरराष्ट्रीय नागर विमानन संगठन (आईसीएओ) के परिशिष्ट 13 के नियमों के अनुसार पूरी हो जाएंगी। यह बात विमान दुर्घटना अन्वेषण ब्यूरो (एएआईबी) ने शुक्रवार को इस विमान हादसे की पहली बरसी के मौके पर कही। परिशिष्ट 13 किसी भी विमान दुर्घटना की जांच करने के लिए मानक संचालन प्रक्रिया (एसओपी) का निर्धारण करता है। नागरिक विमानन मंत्री के राममोहन नायडू ने एक्स पर लिखा कि एआई-171 विमान दुर्घटना की जांच स्थापित राष्ट्रीय और अंतरराष्ट्रीय प्रक्रियाओं के अनुसार परिश्रम और पेशेवर ढंग से जारी है।

गत वर्ष 12 जून को एयर इंडिया की उड़ान संख्या एआई-171 के तहत एक बोइंग 787-8 विमान अहमदाबाद हवाई अड्डे से लंदन के लिए उड़ान भरने के तुरंत बाद दुर्घटनाग्रस्त हो गया। विमान मेघानी नगर के आवासीय क्षेत्र में स्थित बी. जे. मेडिकल कॉलेज के हॉस्टल की इमारत से टकरा गया। उस हादसे में विमान में सवार 241 लोग और जमीन पर 19 लोगों की मौत हो गई थी। शुक्रवार को शोकाकुल परिवार दुर्घटनास्थल पर



एकत्र हुए और प्रार्थना व पुष्पांजलि अर्पित की। मित्रों, आम जनता और गणमान्य व्यक्तियों ने भी इस त्रासदी की गंभीर वर्षगांठ को चिह्नित करने के लिए उनके साथ इसमें भाग लिया। यह कार्यक्रम हॉस्टल परिसर के पास आयोजित किया गया। एएआईबी ने एक बयान में दुर्घटना में अपनी जान गंवाने वाले सभी लोगों के परिवारों और प्रियजनों के प्रति गहरी संवेदना व्यक्त की। एएआईबी ने कहा कि वह मामले की जांच को विमान दुर्घटनाओं की जांच से संबंधित नियम 2017 और आईसीएओ परिशिष्ट 13 के तहत संचालित कर रहा है। बयान में कहा गया कि तथ्यात्मक जानकारी वाली एक प्रारंभिक रिपोर्ट 12 जुलाई, 2025 को जारी की गई थी। यह भी कहा गया कि पिछले वर्ष जांच दल ने दुर्घटना से संबंधित सभी प्रासंगिक तकनीकी, परिचालन,

संगठनात्मक और मानवीय कारकों की व्यापक और कठोर परीक्षा की है। बयान में यह भी कहा गया कि 'इस प्रयास को मान्यता प्राप्त प्रतिनिधियों, तकनीकी सलाहकारों और संबंधित संगठनों के विषय विशेषज्ञों का समर्थन मिला है। विमान प्रणालियों, फ्लाइट रिकॉर्डर डेटा, इंजन-संबंधित घटकों, रखरखाव और परिचालन अभिलेखों तथा अन्य साक्ष्यों की परीक्षा और विश्लेषण में महत्वपूर्ण प्रगति हुई है।' यह भी कहा गया कि संग्रहित साक्ष्यों और विभिन्न परीक्षाओं के परिणामों का फिलहाल 'व्यापक और एकीकृत तरीके' से विश्लेषण किया जा रहा है। एएआईबी ने बताया कि वह जरूरी होने पर अतिरिक्त तकनीकी मूल्यांकन और विशेषज्ञ परीक्षाएं जारी रखेगा ताकि सभी निष्कर्ष 'सत्यापित साक्ष्य और ठोस वैज्ञानिक विश्लेषण' द्वारा समर्थित हों। कहा गया कि अंतिम रिपोर्ट सभी जांच गतिविधियों और आईसीएओ परिशिष्ट 13 के अंतर्गत निर्धारित आवश्यक अंतरराष्ट्रीय समीक्षा एवं परामर्श प्रक्रियाओं के पूरा होने पर जारी की जाएगी। एएआईबी ने कहा कि किसी भी दुर्घटना की जांच का एकमात्र उद्देश्य सबक और सुरक्षा सिफारिशों की पहचान के माध्यम से विमानन सुरक्षा को बढ़ाना है, न कि दोष या दायित्व तय करना। एएआईबी ने मीडिया और जनता समेत सभी हितधारकों से आग्रह किया कि जब तक जांच जारी है तब तक अटकलों या समयपूर्व निष्कर्षों से बचें।



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BUSINESS STANDARD

DELHI

13 JUNE 2026

Year on, AAIB says crash report only after full probe

DEEPAK PATEL
New Delhi, 12 June

A year after the London-bound Air India Flight 171 went down seconds after takeoff from Ahmedabad, killing 260 people, grieving families and friends of the victims gathered at the crash site on Friday. The remembrance service was held near BJ Medical College's hostel block into which the airplane had crashed, killing, barring one miraculous survivor, all 241 people on board and 19 on the ground, including students.

There were prayers and floral tributes. Dignitaries joined the sombre service, as did strangers. But closure remained elusive. A year on, the reason why the Boeing 787-8 Dreamliner crashed remains unknown.

Expressing its condolences to the families and loved ones of the victims, the Aircraft Accident Investigation Bureau (AAIB) said, "Significant progress has been made

in the examination and analysis of aircraft systems, flight recorder data, engine-related components, maintenance and operational records, and other evidence relevant to the investigation."

The final report, it added, would be released once all investigative activities, the requisite international review and consultation processes are completed according to Annex 13 of the International Civil Aviation Organisation's (ICAO's) rules. Annex 13 prescribes the standard operating procedure to conduct any aircraft accident investigation.

"A preliminary report containing factual information was released on July 12, 2025," AAIB said. "Over the past year, the investigation team has undertaken an extensive and rigorous examination of all relevant technical, operational, organisational and human factors associated with the accident," it added.

This effort, it said, was supported by "accredited represen-



A remembrance service in Ahmedabad on the first anniversary of the Air India Boeing 787-8 Dreamliner's crash, which killed 241 people on board and 19 on the ground on June 12, 2025

PHOTO: REUTERS

tatives, technical advisers and subject matter experts from relevant organisations". The evidence gathered and the results of various examinations were currently being analysed "in a comprehensive and

integrated manner", it added.

The AAIB said it would continue the additional technical evaluations and specialist examinations, wherever necessary, to ensure that all findings are supported

by "verified evidence and sound scientific analysis".

"The sole purpose of an accident investigation is to enhance aviation safety through the identification of lessons and safety recommendations, and not to apportion blame or liability," the investigation body said. It urged "all stakeholders, including the media and the public, to refrain from speculation or premature conclusions while the investigation remains in progress".

Among those who died in the crash was former Gujarat chief minister Vijay Rupani. His daughter, Radhika Mishra, was among those present at the memorial service held at the site.

Civil Aviation Minister K Ramamohan Naidu, meanwhile, posted on social media platform X that the investigation into the crash was continuing with diligence and professionalism in accordance with established national and international procedures.



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13 JUNE 2026

Air India plans to downsize as Tata group balks at mounting losses

BLOOMBERG

12 June

Air India is looking to defer aircraft deliveries, cut flights and postpone expansion plans after majority owner Tata group instructed the carrier to focus on reducing its record losses, according to people familiar with the matter.

The change in strategy is an abrupt pivot from an ambitious growth plan. It reflects the loss of confidence in an airline that suffered a fatal crash a year ago and has since incurred an annual loss equivalent to about \$3 billion (over ₹285 crore).

The downsizing will involve a variety of efforts to reduce costs. Air India is in discussions with Airbus SE

and Boeing Co to slow down deliveries of as many as 500 planes previously ordered, said the people, who asked not to be identified because the talks are private. Doing so would enable Air India to push back the large payments due to plane makers upon delivery.

The carrier is also reevaluating plans to fly to new domestic and international destinations, pruning some routes and postponing launches at some airports, such as the new Noida International Airport near New Delhi, the people familiar with the matter said.

Air India's cowed ambitions follow a series of challenges that have pushed it deep into the red. The deadly crash last June, Pakistan closing its airspace to Indian car-

riers, and the war in Iran have disrupted flights, forced costly rerouting and driven up fuel expenses. The weak Indian rupee has also added to its financial woes since much of the airline's costs are in dollars.

The Tata group, which took over the carrier in 2022, now wants Air India to temper its growth strategy to focus on stabilising current operations and implement cost-cutting measures, people familiar with the matter said. Air India earlier this year announced flight cuts due to the Iran war and airspace shutdowns.

The airline has accumulated more than ₹55,000 billion (\$5.8 billion) in losses since 2022, with the red ink becoming a key concern for the board of Tata Trusts, which controls the Tata Sons holding company that holds the majority of Air India.





Corporate Communications Directorate

DAINIK BHASKAR

DELHI

13 JUNE 2026

एअर इंडिया: बड़े सपने पर ब्रेक, 500 विमानों की डिलीवरी टालने की तैयारी

बिजनेस संवाददाता | मुंबई

₹28,500 करोड़ घाटे का असर, फ्लाइट भी घटाई

टाटा समूह ने एअर इंडिया को अपनी महत्वाकांक्षी विस्तार योजनाओं पर ब्रेक लगाने और रिकॉर्ड घाटा कम करने पर ध्यान देने का निर्देश दिया है। मामले से जुड़े लोगों के मुताबिक, एयरलाइन एयरबस और बोइंग से बातचीत करके 500 तक विमानों की डिलीवरी टालने पर विचार कर रही है, ताकि डिलीवरी के समय बड़ा भुगतान फिलहाल रुक जाए। कंपनी कुछ नए घरेलू-अंतरराष्ट्रीय रूट्स की भी समीक्षा कर



एअर इंडिया का घाटा करीब ₹28,500 करोड़ तक पहुंच गया है। 2022 में अधिग्रहण के बाद से एयरलाइन को ₹55,000 करोड़ रुपये से ज्यादा का घाटा हो चुका है, जो टाटा ट्रस्ट्स के बोर्ड के लिए चिंता का विषय बन गया है। बीते महीने कंपनी को अपने अंतरराष्ट्रीय नेटवर्क से लगभग 27% उड़ानों को रद्द करने का कड़ा फैसला लेना पड़ा था।

रही है, जिसमें नए नोएडा एयरपोर्ट से उड़ानें शुरू करने की योजना भी शामिल है। ये फैसले ऐसे समय किए जा रहे हैं, जब एअर इंडिया को पिछले साल हुए घातक विमान हादसे, पाकिस्तान द्वारा एयरस्पेस बंद किए जाने, ईरान युद्ध और कमजोर

रुपए के चलते भारी नुकसान हुआ है। इसके चलते कंपनी बड़े खर्चों पर एक हद तक लगाम लगाने की तैयारी में है। हालांकि कंपनी के प्रवक्ता ने कहा कि कंपनी फ्लीट आधुनिकीकरण और लंबी अवधि के ट्रांसफॉर्मेशन प्लान के लिए प्रतिबद्ध है।

एक वर्ष बाद भी पीछा नहीं छोड़ रही विमान हादसे की भयावह यादें...

अहमदाबाद विमान हादसा ▶ बचे हुए इकलौते यात्री रमेश ने कहा, अभी मुश्किलों से जूझ रहे

अहमदाबाद, प्रेस : 12 जून, 2025 को सुबह करीब नौ बजे 260 लोगों के जीवन की घड़ी रुक गई। कारण था अहमदाबाद से लंदन के लिए उड़े बोइंग 787 ड्रीमलाइनर विमान का कुछ सेकेंड बाद ही धरती से जा टकराना। हादसे की जांच अभी चल रही है और कई तरह के कयास लगाए जा रहे हैं लेकिन जो चले गए वो कभी नहीं आएंगे... और जो बच गए उनके मस्तिष्क से उस भयावह हादसे के डरावने दृश्य कभी नहीं मिटेंगे। इस हादसे में विमान में सवार यात्री विश्वास कुमार रमेश इकलौते भाग्यशाली थे जो जीवित बचे... इतना ही नहीं वह अपने पैरों पर चलते हुए दुर्घटनाग्रस्त विमान के मलबे के बीच से निकलकर बाहर आए थे। उनकी जान बच गई, मानसिक रूप से सामान्य करने का उनका उपचार भी हुआ लेकिन हादसे के एक साल बाद भी वह भयावह घटना की यादों से जूझ रहे हैं।

ब्रिटेन के लोसेस्टर इलाके में रह रहे 39 वर्षीय रमेश कहते हैं कि लोगों ने देखा कि हादसे में वह बच गए लेकिन बंद दरवाजे के पीछे उन्हें मानसिक रूप



अहमदाबाद में शुक्रवार को एअर इंडिया विमान हादसे की बरसी पर मृत किशोर आकाश पाटनी के चित्र पर पुष्पांजलि देते हुए उसकी मां सीता पाटनी भवुक हो गईं। एफएआई

से कितना संघर्ष करना पड़ रहा है—उसे वह बयां नहीं कर सकते।

बताते हैं कि हादसे के साल भर बाद भी उन्हें नंद नहीं आती...आती भी है तो वह अचानक चौंकर उठ बैठते हैं। दिन में भी बेचैनी और डरने वाली यादों के साथ जीवन जी रहे हैं। कहते हैं— इस सबके बीच खुद को सामान्य बनाने और अपने परिवार का सहयोग करने की कोशिश कर रहा हूँ। हादसे की बुरी यादों के साथ जीवन जी रहे रमेश अकेले नहीं

हैं...जमीन पर हादसे के शिकार हुए लोग और उसके तमाम चश्मदीद गवाह शरीर पर चोटों के निशान और मस्तिष्क में बुरी यादों का गुबार लिए एक-एक दिन काट रहे हैं।

उड़ान भरने के 32 सेकेंड बाद हुए हादसे में विमान में सवार चालक दल समेत कुल 241 लोगों की मौत हुई थी जबकि जमीन पर मौजूद 19 लोग की जान गई थी। हादसे को बहुत नजदीक से देखने वालों में अजय परमार भी

शामिल हैं। वह उसी मेडिकल कॉलेज कॉम्प्लेक्स में माली का काम करते थे जहाँ पर एयर इंडिया का विमान क्रैश हुआ था।

हादसे से कुछ सेकेंड पहले ही अजय अपने दोपहिया वाहन से घर के लिए खाना हुए थे तभी सिर के ऊपर से उड़ता हुआ विमान उनसे कुछ सौ मीटर दूर तेज आवाज के साथ मेडिकल कॉलेज बिल्डिंग से जा टकराया। अजय जब तक अपना वाहन रोक पाते तब तक वह विमान के बिखरे हुए तमाम जलते टुकड़ों के बीच पहुँच चुका था। बचने की तमाम कोशिश के बावजूद उनकी बाइक में भी आग लग गई और वह आग-धुँए के बीच बेहोश होकर गिर पड़े। इसके बाद उनकी आंख खुली तो उन्होंने खुद को सिविल हॉस्पिटल में ब्रेड पर लेटा पाया। इलाज से घाव भर गए लेकिन शरीर पर उसके निशान बाकी हैं। लेकिन मस्तिष्क से साल भर पहले की यादें नहीं निकल पा रही हैं। वह काम करने लायक नहीं रहे...इससे माली की उनकी नौकरी चली गई, इसके कारण पत्नी ने भी साथ छोड़ दिया।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

13 JUNE 2026

विमान हादसे की जांच नहीं हुई पूरी

नई दिल्ली, ग्रेट : अहमदाबाद से लंदन के लिए उड़ी एयर इंडिया की फ्लाइट संख्या एआइ 171 के दुर्घटनाग्रस्त होने का शुक्रवार को एक वर्ष पूरा हुआ लेकिन हादसे के कारण की जांच पूरी नहीं हुई है। जांच कर रहे एएआइबी ने कहा है कि सारे तथ्यों के साथ अंतिम जांच रिपोर्ट तैयार हो रही है और वह जल्द प्रस्तुत की जाएगी। ब्यूरो ने यह बात अपने अंतरिम बयान में कही है। केंद्रीय नागरिक उड्डयन मंत्री के राममोहन नायडू ने कहा है कि हादसे की जांच पूरी लगन और पेशेवर तरीके से हो रही है। इसके लिए सभी राष्ट्रीय और अंतरराष्ट्रीय मानदंडों और प्रक्रियाओं का पालन किया जा रहा है। एएआइबी ने अभी तक की जांच और उसमें मिले तथ्यों के बारे में कुछ नहीं बताया है। लेकिन कहा है कि जांच दल सभी आशंकाओं को ध्यान में रखकर जांच कर रहा है। यह जांच टेक्निकल, आपरेशनल, आर्गनाइजेशनल और ह्यूमन फैक्टर्स को ध्यान में रखकर की जा रही है। ब्यूरो ने कहा है कि जांच में अलग-अलग व्यक्तियों से बात कर, उद्देश्यपूर्ण और साक्ष्यों के आधार पर आगे बढ़ाया जा रहा है।

अहमदाबाद विमान हादसे के पीड़ित परिवारों ने किया अपनों को याद



► एआइ- 171 में मारे गए लोगों की याद में स्मारक बनाने की मांग
► मुआवजा पत्नी को, माता-पिता के हिस्से में आया केवल दुख

« अहमदाबाद के अस्पताल में एअर इंडिया विमान दुर्घटना में इकलौते बचे यात्री विश्वास कुमार स्मेश का पीएम मोदी ने लिया था हालचाल। फाइल

शत्रुज शर्मा • जागरण

अहमदाबाद: अहमदाबाद एअर इंडिया विमान हादसे के मृतकों के स्वजन शुक्रवार को पहली बरसी पर दुर्घटनास्थल पर एकत्र हुए और कैडल मार्च निकालकर श्रद्धांजलि दी। इस दौरान लोगों ने अपनों की याद में एक स्मारक बनाने की मांग की। उधर, टाटा ट्रस्ट की ओर दिए गए मुआवजे की रकम को लेकर कई परिवारों में असंतोष है। कुछ मामलों में नव विवाहिता मुआवजा लेकर अपने मायके जा बसीं। वहीं दूसरी ओर माता-पिता के हिस्से में केवल दुख

और पीड़ा आई है। यह विमान हादसा बिगत वर्ष 12 जून को हुआ था।

मृतकों के स्वजन के साथ यहां फेडरेशन आफ इंडियन पायलट्स के अध्यक्ष कैप्टन सी एस रंधावा तथा सेफ्टी मैटर्स फाउंडेशन के संस्थान कैप्टन अमित सिंह मौजूद रहे। उन्होंने बताया कि विमान हादसे में अपनों को खाने वाले परिवारों को न्याय मिलना चाहिए। इन दोनों ने एक बार फिर दोहराया कि भारतीय उद्ययन के इतिहास में यह सबसे भयानक हादसा था। इसकी जांच में संवेदनशीलता के साथ सरकार को पेशेवर रुख अपनाना चाहिए। अमित सिंह ने आरोप लगाया कि एयरलाइन कंपनी बोईंग, इंजन बनाने वाली कंपनी जनरल इलेक्ट्रिक तथा हनेबेल तीनों ही कंपनियां स्वयं को जांच के दायरे से बाहर रखने का प्रयास कर रही हैं। ये कंपनियां अमेरिकी सरकार पर दबाव बना रही हैं। अमेरिकी सरकार भारत सरकार पर

एअर इंडिया ने नौकरी देकर निकाला

दीपक मेनारिया के दादा बिरदीचंद की विमान हादसे में मौत हो गई थी। उसे एजेंटिंग की नौकरी पर रखा गया लेकिन तीन माह में ही अलग-अलग शहरों में भ्रष्टाचार पर भेजा गया। इससे परेशान होकर उसने नौकरी छोड़ दी। दीपक बताते हैं कि उन्हें नौकरी के दौरान एक सहयोगी ने बताया भी था कि अनुकंपा नौकरी के कारण उसे यहां इजाजत नहीं मिलेगी।

दबाव डालकर जांच को प्रभावित कर का प्रयास कर रही है। सिविल अस्पताल के सभागार में विमान हादसे में तथा मेडिकल हास्टल में मारे गए लोगों के लिए एक श्रद्धांजलि सभा व आयोजन किया गया।

मुआवजा राशि को लेकर असंतोष
विमान हादसे में रोमिन वोहरा का धा परवेज व भतीजी जूवेरिया तथा मौस का देहांत हो गया था। टाटा ट्रस्ट : परवेज की पत्नी और बेटी व मुआवजा दे दिया। वे मुआवजा लेकर अपने मायके चली गईं। उधर परवेज के माता-पिता का कहना है कि सरकार व टाटा की ओर से उनको एव रुपया भी नहीं मिला। हादसे के बाद परवेज की पत्नी ने एक बेटे को जन्म दिया लेकिन अब यह परिवार उसका चेहरा तक नहीं देख पा रहा। ऐसा है मामला फैजान 24 का है। विमान हादसे में मौत के बाद पत्नी मुआवजा की रकम लेकर घर चली गईं।

एअर इंडिया से भी है पीड़ित परिवारों को शिकायत

रोमिन वोहरा व लदन से आए बिहार परीख का आरोप है कि एअर इंडिया उनके स्वजन की कीमती प्रस्तुत नहीं लौटा रहा है। बिहार का आरोप है कि उसके दादा का मोबाइल हादसे के बाद 15 जून को चालू मिला। एअर इंडिया को मेल किया पर कोई जवाब नहीं मिल रहा। रोमिन का दावा है कि उसके भाई का आई फोन हादसे के एक सप्ताह पहले तक चालू हालत में था, उसमें हादसे से जुड़ी

जानकारी के साथ ही परिवार के लोगों के फोटो व वीडियो आदि हैं। लेकिन एअर इंडिया की ओर से जब मोबाइल मिला तो वह ठीक था। हादसे में मारे गए राजस्थान के छ प्रतीक जोशी, पत्नी छ. कामिनी जोशी व उनकी बेटी के लैपटॉप व अन्य डिवाइस को लेकर कामिनी के पिता अनिल व्यास ने भी शिकायत की है। एअर इंडिया को मेल करने के बावजूद कोई जवाब नहीं मिल रहा है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

13 JUNE 2026

AAIB Still Analysing Evidence from Probe, Final Report May Take Time

Our Bureau

New Delhi: The Aircraft Accident Investigation Bureau (AAIB) said on Friday it is still analysing evidence collected as part of its ongoing probe into the crash of an Air India aircraft in June last year which killed 260 people.

AAIB, tasked with investigating the crash, also didn't provide any recommendation for the aircraft manufacturer Boeing, indicating that there was no evidence yet to question the safety of the 787 Dreamliner aircraft.

The final report, AAIB said, will be issued after completion of the remaining investigative activities and required review processes under international aviation norms.

The International Civil Aviation Organisation (ICAO) recommends that the country conducting an aircraft accident investigation should publish a report within a year, but if it's not possible to do so, an inter-

im statement should be released annually on each anniversary of the occurrence, detailing the progress of the investigation and any safety issues raised.

"Significant progress has been made in the examination and analysis of aircraft systems, flight recorder data, engine-related components, maintenance and operation-

nal records, and other evidence relevant to the investigation," AAIB said. Additional technical evaluations and specialist examinations, wherever considered necessary, will be undertaken to ensure that all findings and conclusions are supported by verified evidence and sound scientific analysis, it added.

John Cox, a former airline pilot and chief executive of Safety Operating Systems, which provides consulting services on accident investigations, said AAIB was right to delay the final report if it felt it needed more examination.

"It is completely in their purview to decide when to release the report," he said. "The investigators would want to back the report with strong evidence so that it stands every scrutiny when published."

A preliminary report issued last year said seconds after take-off, the fuel control switches on both engines briefly moved from 'run' to 'cut off', severing fuel supply and causing a loss of power.

BOEING AIRCRAFT



AAIB didn't provide any recommendation for aircraft manufacturer Boeing, indicating that there was no evidence yet to question the safety of its aircraft

ONE YEAR LATER

AI-171 crash probe remains under way: AAIB

NITIN KUMAR
New Delhi, June 12

ONE YEAR AFTER the crash of Air India Flight AI-171 that killed 260 people, investigators are yet to determine what caused both engine fuel control switches to move to the cutoff position moments after take-off, with the Aircraft Accident Investigation Bureau (AAIB) on Friday saying analysis of evidence and technical examinations remains underway.

In an interim statement issued on the first anniversary of the accident, the AAIB said it had made significant progress in examining aircraft systems, flight recorder data, engine-related components, maintenance records and operational documentation, but indicated that further technical evaluations and specialist examinations could still be required before a final report is released.

The Boeing 787-8 aircraft, operating from Ahmedabad to London Gatwick on June 12, 2025, crashed shortly after take-off, killing 241 of the 242 people on board and 19 people on the ground. The accident was the first fatal crash involving Boeing's 787 Dreamliner since the aircraft entered commercial service in 2011.

The statement was released as required under international aviation rules, which require investigating authorities to provide a status update if a final accident report is not completed within one year.

The central unresolved question in the investigation remains the movement of both engine fuel control switches from the RUN position to CUTOFF shortly after take-off, resulting in a loss of thrust. The switch movement was identified in the AAIB's preliminary report released in July 2025 and has since become the focus of the investigation.

The preliminary report had said cockpit voice recorder

ANSWERS AWAITED



■ AAIB still has no final determination one year after Air India Flight AI-171 crash

■ Core mystery: Both engine fuel control switches moved to CUTOFF after take-off

■ Switch movement caused immediate loss of thrust and fatal crash sequence

■ Cockpit voice recording flagged dispute: One pilot questioned fuel cutoff, the other denied action

■ Probe reviewing flight data, aircraft systems, engines, maintenance and operational records

data captured one pilot asking the other why he had cut off the fuel supply, while the second pilot responded that he had not done so.

The report did not determine what caused the switches to move or assign responsibility for the action.

According to the AAIB, evidence gathered over the past year and the results of various examinations are still being analysed "in a comprehensive and integrated manner".

The agency said the investigation has examined technical, operational, organisational and human factors associated with the accident, with support from accredited representatives, technical advisers and subject-matter experts from relevant organisations.

"Additional technical evaluations and specialist examinations, wherever considered necessary, will continue to be undertaken to ensure that all findings and conclusions are supported by verified evidence and sound scientific analysis," the bureau said.

The agency also urged stakeholders, the media and the public to avoid speculation while the investigation remains in progress.

... June seat capacity falls by 1.5 mn

NITIN KUMAR
New Delhi, June 12

ELEVATED FUEL COSTS and continuing airspace restrictions led to a sharp contraction in Air India Group's scheduled seat capacity in June, with the airline group cutting nearly 1.48 million seats year-on-year (y-o-y)—a decline of 22.5% to 5.11 million seats from 6.59 million in the same month last year.

Air India accounted for the bulk of the decline, with its capacity falling by about 1.02 million seats, or 26.8%, to 2.77 million seats from 3.79 million a year earlier. Air India Express also saw capacity decline by around 0.47 million seats, or 16.6%, to 2.33 million seats, according to data from UK-based aviation analytics firm OAG.

The contraction comes even as the domestic aviation market continues to expand. Total airline capacity rose 5.3% y-o-y to 24.53 million seats in June from 23.29 million a year earlier.

Rivals used the opportunity to expand. IndiGo increased capacity by 1.3% to 12.29 million seats from 12.13 million, while Akasa Air posted an 11.9% rise to 920,000 seats from 820,000.

The divergence underscores a widening competitive

GROWTH DIVERGENCE

■ Air India Group cut about 1.48 mn seats y-o-y in June, down 22.5% to 5.11 mn

■ Air India Express also contracted, down 16.6% to 2.33 mn seats



■ India's total airline capacity rose 5.3% y-o-y to 24.53 mn seats

gap. While IndiGo continues to strengthen its market leadership through steady expansion, Air India is grappling with a complex restructuring programme following its privatisation.

For Air India, the capacity reduction reflects the twin pressures of rising costs and mounting losses. The airline has been squeezed by record jet fuel prices, a weaker rupee and softer travel demand. Tata Group-controlled Air India reported a net loss of about ₹26,800 crore in FY26.

Last month, Air India said it would rationalise services on several international routes between June and August, citing continuing airspace restrictions and elevated fuel costs that had eroded the commercial viability of some operations. Domestic

services have also been scaled back as part of the exercise.

Overall, the group has announced capacity cuts through August 2026, including a 22% reduction in domestic operations and a 27% cut in its international network.

Before the reductions, Air India operated around 4,400 weekly flights—3,600 domestic and 800 international. While flight frequencies are set to decline by about 23%, seat capacity is expected to fall by nearly 27%, reflecting deeper cuts on long-haul international routes.

International long-haul flights typically use wide-body aircraft such as Boeing 787s and 777s, which carry significantly more seats than narrow-body aircraft used on domestic routes.

Air India plans to downsize as Tata balking at losses

MIHIR MISHRA, P R SANJAI & SIDDHARTH PHILIP
June 12

AIR INDIA IS looking to defer aircraft deliveries, cut flights and postpone expansion plans after majority owner Tata Group instructed the carrier to focus on reducing its record losses, according to people familiar with the matter. The change in strategy is an abrupt pivot from an ambitious growth plan. It reflects the loss of confidence in an airline that suffered a fatal crash a year ago and has since incurred an annual loss equivalent to about \$3 billion.

The downsizing will involve a variety of efforts to reduce costs. Air India is in discussions with Airbus SE and Boeing to slow down deliveries of as many as 500 planes previously ordered, said the people, who asked not to be identified because the talks are private. Doing so would enable Air India to push back the large payments due to plane makers upon delivery.

The carrier is also reevaluating plans to fly to new domestic and international destinations, pruning some routes and postponing launches at some airports, such as the new Noida International Airport near New Delhi, the people familiar with the matter said.

Air India's cowed ambitions follow a series of challenges that have pushed it deep into the red. The deadly crash last June, Pakistan closing its airspace to Indian carriers, and the war in Iran have disrupted flights, forced costly rerouting and driven up fuel expenses. The weak Indian rupee has also added to its financial woes

CASH PRESSURE



■ Air India is considering deferring up to 500 aircraft deliveries in talks with Airbus SE and Boeing

■ The move aims to ease cash pressure by delaying large payments tied to new aircraft

■ Tata Group has told the airline to prioritise cutting losses over rapid expansion

■ The carrier is reviewing its network, including possible route cuts and delays to new destinations

since much of the airline's costs are in dollars.

The Tata Group, which took over the national carrier in 2022, now wants Air India to temper its growth strategy to focus on stabilising current operations and implement cost-cutting measures, people familiar with the matter said. Air India earlier this year announced flight cuts due to the Iran war and airspace shutdowns. An Air India spokesperson said the Bloomberg queries were highly speculative, and the carrier remains committed to modernising its fleet and carrying out its long-term transformation plan. Tata and Airbus didn't respond to requests for comment.

—BLOOMBERG

Answers, not assumptions

Air India crash victims' families need closure, but the truth matters more than the timeline

THE FIRST ANNIVERSARY of the Air India Dreamliner crash in Ahmedabad has arrived without the one thing that the families of the 260 victims have been waiting for: answers. The failure of investigators to submit a final report within a year is unfortunate. International aviation norms envisage that accident investigations should ordinarily be completed within 12 months. Where that is not possible, investigating authorities are expected to provide updates on the progress of the probe and explain the reasons for the delay. The Aircraft Accident Investigation Bureau (AAIB) has issued a status report, which will be followed by a final report in the coming months. For grieving families, every additional week extends an already painful wait. Yet if there is a choice between speed and certainty, the latter must prevail. Closure that rests on incomplete facts is no closure at all.

The Ahmedabad crash was one of the worst aviation disasters in India's history. It immediately raised difficult questions about aircraft systems, operational procedures, regulatory oversight and safety culture. Yet the preliminary report released by the AAIB last July succeeded mainly in deepening the mystery. The reference to the fuel cutoff switches moving from the run to the cutoff position within seconds of take-off, leading to the shutdown of both engines, was startling enough. The inclusion of a brief cockpit exchange between the pilots, without adequate context or explanation, proved even more consequential. While the report stopped short of drawing conclusions, it created a vacuum that was quickly filled by speculation. Sections of the international media interpreted the findings as evidence of pilot error. Pilot associations strongly objected. The result was a public debate driven more by conjecture than evidence.

That outcome should serve as a cautionary lesson for the final report. The purpose of an accident investigation, as recognised under Annex 13 of the Convention on International Civil Aviation, is not to apportion blame or determine liability. Its objective is to establish facts, identify causes and recommend measures to prevent similar accidents. This requires painstaking analysis of technical data, maintenance records, cockpit recordings, aircraft systems and human factors. Such work inevitably takes time, especially in a case involving multiple international stakeholders, including the aircraft manufacturer, engine maker and foreign regulators. The investigators must therefore resist any pressure to produce a report simply to satisfy a calendar deadline. What matters is not when the report arrives but whether its conclusions are comprehensive, transparent and capable of withstanding scrutiny.

A great deal rides on that credibility. Boeing's recent history of safety controversies and Air India's own operational challenges have already fuelled public suspicion. The perception, however unfair, that authorities may be shielding powerful corporate interests has gained traction in some quarters. That makes transparency all the more important. India is one of the world's fastest-growing aviation markets, with airlines placing record aircraft orders and carrying millions of first-time flyers each year. Public confidence in aviation safety cannot be sustained through assurances alone. It depends on trust in the institutions responsible for oversight and investigation. The final report on the Ahmedabad tragedy must therefore do more than explain what happened on a June afternoon a year ago. It must demonstrate that India's investigative machinery is capable of uncovering uncomfortable truths wherever they may lead. The families deserve closure. The flying public deserves confidence. Both require answers before anything else.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 JUNE 2026

1st 'made in India' flight

The first Airbus C295 military transport aircraft manufactured in India completed its maiden test flight from the Tata-Airbus final assembly line in Vadodara on June 11. The aircraft is the first of 40 C295 planes to be built in India. Gujarat Chief Minister Bhupendra Patel called it "a proud milestone for Gujarat and India", while Deputy Chief Minister Harsh Sanghavi described it as "history in the making".



Corporate Communications Directorate

HARI BHUMI

DELHI

13 JUNE 2026

घंटों परेशान रहे यात्री

लखनऊ से दिल्ली जा रही इंडिगो फ्लाइट में बम लिखा टिशू पेपर मिलने से फैली सनसनी

एजेंसी ► लखनऊ

राजधानी लखनऊ से दिल्ली जाने वाली इंडिगो की फ्लाइट 6ई में शुक्रवार सुबह उस समय हड़कंप मच गया, जब उड़ान भरने से ठीक पहले विमान के टॉयलेट में बम लिखा हुआ एक टिशू पेपर मिला। लखनऊ से सुबह 11.15 बजे इंडिगो एयरलाइन के दिल्ली जाने वाले विमान 6ई2111 के टॉयलेट में किसी ने एक टिशू पेपर पर बम होने की सूचना लिखकर रख



दिया। इसके बाद विमान को एसटीसी से संपर्क के बाद टैक्सी वे एरिया में लाया गया। सीआईएसएफ सहित सभी सुरक्षा एजेंसियों ने यात्रियों और उनके सामान को उतार दिया है। विमान और सामान की तलाशी ली गई।

**विमान में मौजूद 180
यात्रियों का धड़कता रहा
दिल**

अधिकारी ने बताया कि जांच के दौरान कोई विस्फोटक या हानिकारक पदार्थ नहीं मिला और आगे की कार्रवाई और सुरक्षा प्रक्रियाएं चल रही हैं कि टिशू पेपर पर बम शब्द किसने लिखा और इसके पीछे किसका हाथ है। इस पूरी छानबीन के दौरान विमान में बैठे 180 यात्री परेशान होते रहे।



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विमानसे किसान लखनऊ जाएंगे

ग्रेटर नोएडा। नोएडा एयरपोर्ट से जेवर के किसानों को पहले ही दिन विशेष सौगात देने की तैयारी है। जेवर के किसान 15 जून को विमान में बैठकर लखनऊ की यात्रा करेंगे। यहां उनका सूबे के मुख्यमंत्री योगी आदित्यनाथ के साथ संवाद होगा।

नोएडा एयरपोर्ट से 15 जून को उड़ानें शुरू हो जाएगी। तय समय सारिणी के मुताबिक लखनऊ से पहली फ्लाइट सुबह 8.05 बजे पर नोएडा एयरपोर्ट पहुंचेगी, इसके बाद वहीं फ्लाइट 8.35 बजे बैंगलुरु के लिए रवाना होगी। अब बताया गया है कि एक फ्लाइट सुबह 9 बजे लखनऊ के लिए भी उड़ान भरेगी। किसान लखनऊ में मुख्यमंत्री योगी आदित्यनाथ से संवाद करेंगे और प्रदेश के विकास से जुड़े विभिन्न विषयों पर चर्चा करेंगे।



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अंतिम रिपोर्ट की समय-सीमा नहीं बताई



नई दिल्ली, एजेंसी। अहमदाबाद विमान हादसे की जांच कर रहे विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने शुक्रवार को एक अंतरिम बयान जारी किया। इसमें कहा गया कि एकत्रित सबूतों का व्यापक और एकीकृत तरीके

■ एआईबी ने हादसे की पहली बरसी पर जारी किया अंतरिम बयान

से विश्लेषण किया जा रहा है।

अतिरिक्त जानकारी नहीं दी : हालांकि, नई बयान में हादसे के बारे में कोई अतिरिक्त जानकारी नहीं दी गई और न ही समय-सीमा का जिक्र किया गया है। एएआईबी ने कहा कि जांचकर्ताओं ने काफी प्रगति की है और वह स्वतंत्र, निष्पक्ष और सबूतों पर

आधारित जांच करने के लिए पूरी तरह प्रतिबद्ध है। संयुक्त राष्ट्र की एविएशन एजेंसी, अंतरराष्ट्रीय नागरिक उड्डयन संगठन के नियमों के अनुसार, दुर्घटना के एक साल के भीतर दुर्घटना की अंतिम जांच रिपोर्ट जारी करनी होती है। अगर ऐसा करना संभव न हो, तो अधिकारियों को प्रगति की जानकारी देते हुए सालाना स्टेटस अपडेट जारी करने चाहिए।

निर्दिष्ट
दिन
कार्य
काम
लाइ
पर

THE HINDU

DELHI

13 JUNE 2026

Families of Air India crash victims demand answers

Family members and the Federation of Indian Pilots bemoaned that there was no statement from the Prime Minister or the Gujarat CM; nor was any public representative present at the gathering

Abhinav Deshpande
AHMEDABAD

There were tears and sombre remembrances as families of the Air India crash victims gathered at a hotel in Ahmedabad to mark the first anniversary of the disaster demanding justice for the dead.

While many have received compensation from the airline, they said justice still eluded them and they wanted the government to release the final report on the crash. "We want answers... We are still waiting to know the cause of the accident," one of the family members said.

"My daughter died a year ago, and we are still waiting for answers from the government on how it [the crash] has taken place... there is no official statement or clarity on what exactly happened on that ill-fated day," said Atulbhai Patel from Surat. His daughter, Vibhuti Patel, a physiotherapist in the U.K., was aboard the London-bound Boeing 787-8 Dreamliner which crashed moments after taking off from Ahmedabad's Sardar Vallabhbhai Patel Interna-



Mourning the loss: The relatives of an Air India crash victim at an event in Ahmedabad on Friday. **ABHINAV DESHPANDE**

tional Airport on June 12, 2025. "My daughter came to India for 15 days and was engaged to a man from Gujarat who was living in the U.K.," Mr. Patel said, wiping away tears.

The aircraft went down barely seconds after take-off, killing 260 people, including 241 passengers and the crew, and 19 people on the ground. Former Gujarat Chief Minister Vijay Rupani was one among those killed.

While tributes were paid to the victims, whose photographs were adorned with garlands, rose petals, and lamps, the family members and the

Federation of Indian Pilots bemoaned that there was no statement from the Prime Minister or the Gujarat Chief Minister, nor any public representative was present on the first anniversary of the crash.

"If a similar incident had occurred elsewhere in the world, particularly in Western countries, people would have gathered and taken out rallies across the country in memory of the victims. But nothing has happened in India," the federation's president, C.S. Randhawa, said.

He asked the family members to demand land

build a memorial at the crash site.

Marked absence

British High Commissioner to India Lindy Cameron reached the crash site in the city's Meghaninagar area and offered floral tributes to the victims, saying her thoughts were with all the families affected by the tragedy.

She was among the rare dignitaries to pay her respects at the crash site, and her visit made the absence of State or Union government representatives more conspicuous.

Fifty-two British nationals were among the 260 persons killed in the incident. "One year ago today, the tragic Air India crash claimed 260 lives, including 52 British nationals," Ms. Cameron said in a post on X. "I will never forget arriving in Ahmedabad and visiting the site on that day. My thoughts are with all the families affected, and I thank my team who stood up immediately to support them and have continued to do so in the toughest circumstances. I am back with some of them in Ahmedabad today," she added.



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THE HINDUSTAN TIMES

DELHI

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Air India seeks to defer aircraft deliveries amid downsizing bid

Bloomberg

feedback@bloomberg.com

Air India Ltd. is looking to defer aircraft deliveries, cut flights and postpone expansion plans after majority owner Tata Group instructed the carrier to focus on reducing its record losses, according to people familiar with the matter.

The change in strategy is an abrupt pivot from an ambitious growth plan. It reflects the loss of confidence in an airline that suffered a fatal crash a year ago and has since incurred an annual loss equivalent to about \$3 billion.

The downsizing will involve a variety of efforts to reduce costs. Air India is in discussions with Airbus SE and Boeing Co. to slow down deliveries of as many as 500 planes previously ordered, said the people, who asked not to be identified because the talks are private. Doing so would enable Air India to push back the large payments due to plane makers upon delivery. The carrier is also revalu-

AIR INDIA IS IN TALKS WITH AIRBUS AND BOEING TO SLOW DOWN DELIVERIES OF AS MANY AS 500 JETS

ating plans to fly to new domestic and international destinations, pruning some routes and postponing launches at some airports, such as the new Noida International Airport near New Delhi, the people familiar with the matter said.

Air India's cowed ambitions follow a series of challenges that have pushed it deep into the red. The deadly crash last June, Pakistan closing its airspace to Indian carriers, and the war in Iran have disrupted flights, forced costly rerouting and driven up fuel expenses. The weak Indian rupee has also added to its financial woes since much of the airline's costs are in dollars.

The Tata Group, which took over the national carrier in 2022, now wants Air India to temper its growth strategy to focus on stabilizing current operations and implement cost-cutting measures, people familiar with the matter said. Air India earlier this year announced flight cuts due to the Iran war and airspace shut-downs. An Air India spokesperson said the Bloomberg queries were highly speculative, and the carrier remains committed to modernizing its fleet and carrying out its long-term transformation plan.

Tata and Airbus didn't respond to requests for comment. A Boeing spokesperson declined to comment.

The flag carrier, which operates its namesake Air India full-service airline and low-cost arm Air India Express, has been losing money for more than a decade even though revenue and operations have grown on the back of the country's strong economic expansion and surging travel demand.

AI-171 update offers no answers, no timeline

Neha LM Tripathi and
Maulik Pathak

letters@hindustantimes.com

NEW DELHI/AHMEDABAD: India's Aircraft Accident Investigation Bureau (AAIB), on the first anniversary of the Air India flight 171 crash, said on Friday that its inquiry was progressing across aircraft systems, flight recorder data and engine-related components, but offered no other detail. The five-paragraph statement did not address the question at the centre of the year-long inquiry — whether the fuel to both engines was cut by human hand or by a fault in the aircraft — and gave no indication of when a conclusion or a final report might come.

The statement, drafted in the procedural language of ICAO Annex 13, reiterated that the final report would be released "upon completion of all investigative activities and the requisite international review and consultation processes" prescribed under the annex, and said the bureau remained "firmly committed to conducting a thorough, independent, objective and evidence-based investigation".



A man holds a photograph of one of the victims at the Air India plane crash site in Ahmedabad on Friday. AP

The AAIB, whose preliminary report last July contained the single, paraphrased sentence on the cockpit transcript that has shaped twelve months of public debate over the cause, also urged the media and the public "to refrain from speculation or premature conclusions".

Officials had told HT in the run-up to the anniversary that the document would stop short of establishing the cause because the examination of the

AIR INDIA MAY SLOW DOWN DELIVERIES OF 500 PLANES

Air India is looking to defer aircraft deliveries, cut flights and postpone expansion plans after majority owner Tata Group instructed the carrier to focus on reducing its record losses. Air India is in discussions with Airbus and Boeing to slow down deliveries of 500 planes previously ordered. It is also considering pruning some routes and postponing launches at some airports.

them — their education, and saving for their marriages too."

Delhi chief minister Rekha Gupta posted on X: "The loss of lives in the fire incident in Tughlakabad is deeply saddening. Heartfelt condolences to the bereaved families. Prayers for the speedy recovery of those injured and strength to all those affected by this tragedy. Teams of Delhi Fire Services, Delhi Police, DDMA, CATS Ambulance Services and other emergency response agencies immediately rushed to the site and are engaged in rescue and relief operations. The Delhi Government is closely monitoring the situation, and all concerned departments are working in coordination to provide timely support and assistance."

AIR INDIA CRASH PROBE

engines by manufacturer GE Aerospace at its facility in Ohio was still under way. Thursday's statement, while listing engine-related components among the areas in which work was progressing, gave no indication of where in the Ohio examination the inquiry now stood or if there was any other holdup.

What remains unresolved is the same set of questions the preliminary report left open in July last year. The cockpit voice recorder had caught one pilot asking the other why he had moved the aircraft's fuel control switches from "run" to "cutoff", and the other denying it; the preliminary report did not identify which pilot said what.

Nor did it establish whether the switches were physically moved by human hand at all — a counter-theory pressed by pilots' bodies and technical-fault proponents holds that an electrical fault could have corrupted the signal so that the flight data recorder logged a switch transition that did not, in fact, occur on the levers. The engines would have shut down either way, but the cause and the culpability would lie in opposite places.

Criticism of the document came from several directions within hours of its release.

A former AAIB official, who declined to be identified, said the statement contained nothing the bureau could not have issued eleven months ago. "They should have issued this statement way back on July 12, 2025," he said, referring to the date the preliminary report was published.

A former bureaucrat went

further, arguing that the bureau could have offered concrete markers of progress without committing to a date. "The least the AAIB could have done is give some number of investigations done till date and, without committing a timeline, specified if they were halfway through or nearing completion," he said. "More than anybody else, this update by the AAIB is a big disappointment to the grieving families."

Sam Thomas, president of Air Line Pilots Association (ALPA), said: "It's not unusual for investigations to take more than a year. However, the speed of the investigation is dependent on the intellect of the investigators. Looking at the situation, I do not hold hope that a proper final report will even come out."

Federation of Indian Pilots president CS Randhawa, whose body has gone to the Supreme Court seeking a judicial probe into the crash, questioned why an investigation into a 32-second flight had taken a year. "It is because all these months have passed by, to investigate a crash which occurred for an aircraft which got airborne for only 32 seconds, they have taken one year," he told PTI. "I can understand (a prolonged investigation into) a flight which was conducted over a period of 7-8 hours, and now they have to take out a lot of data for that."

Randhawa also alleged that the five-member AAIB investigation team did not meet the statutory requirements of qualification laid down under Annex 13 — a charge the FIP has previously raised and the bureau has not publicly addressed.

Speaking separately to HT at the crash site, Randhawa said a memorial should be built at the crash site and rued that neither the central nor the state government organised a remembrance event to mark the first anniversary. "This reflects a lack of sensitivity".

A senior pilot, speaking on condition of anonymity, said: "Majority of the grieving families have not signed the settlement agreement shared by the airline, which shows that they are awaiting the final report," he said. "With this kind of known information sent out as a status update, one can only be more clueless about the reasons leading to the crash."

Stewarts, the London law firm representing several bereaved British families, said the absence of clear findings a year on had

FIP'S RANDHAWA ALLEGED THAT THE AAIB PROBE TEAM DID NOT MEET THE STATUTORY REQUIREMENTS OF QUALIFICATION

only deepened that frustration. "For bereaved families, who have endured 12 months of uncertainty, the absence of clear findings only reinforces the sense of frustration and unanswered questions," partners Sarah Stewart and Peter Neenan said in a joint statement.

Not all assessments were critical. Mark D Martin of Martin Consultancy said safety investigations should not be judged against the calendar. "Safety investigations are never about deadlines," he said. "It took four years for the NTSB to establish why TWA 800 exploded, and nearly two years to understand why pilot error caused the Air France 447 to crash at sea."

The 787, he said, was an aircraft of a different order. "Investigating the Boeing 787 is complex. This is a digital electric aircraft controlled by fibre-optic cables, servers, software as aircraft parts, computers and routers — very unlike conventional aircraft. Investigating AI-171 will require complex advanced digital aerospace technology skills, including simulations to understand failures of digital engine control systems. The purpose of any investigation is to establish the root cause, so as to not allow such catastrophic accidents from occurring again. With safety investigations, the clock should never be ticking, as that would lead to inconclusive and inaccurate reports."

AI-171 lifted off from Ahmedabad a little after lunchtime on June 12 last year, bound for London Gatwick with 242 people aboard. The cockpit voice recorder caught the exchange between the two pilots in the last of the roughly thirty seconds it stayed in the air. 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 people on the ground. One passenger survived. The preliminary report, published a month later, recorded the cockpit exchange and went no further — no cause named, neither voice identified. The interim statement on Thursday went no further still.

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THE INDIAN EXPRESS

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'If I close my eyes, can see those bodies... hope not to witness such a scene again'

Parimal A Dabhi
Ahmedabad, June 12

ON THE first anniversary of the crash of Air India AI 171 flight in Ahmedabad on Friday, even as the BJ Medical College paid homage to the 260 persons - including four of their resident doctors - some of the doctors who narrowly escaped or survived the accident shared their experiences.

The college attached to Ahmedabad Civil Hospital organised a programme to pay tributes to the crash victims.

Anand Khasatiya (28), a student of MD Microbiology, told *The Indian Express* that before having lunch, he went to the hostel room along with his roommate Denish Dave when he heard an "extremely loud" sound.

"We wondered if it was a plane crash or what? Then within seconds, it crashed into



Outside the hostel buildings that were struck during the plane crash, in Ahmedabad on Friday. (AP/POD/ANSA)

our building. We heard something was passing by (our building) and then the crash. The bed on which we were sitting started trembling... Then we came to the hall (of the IBHK accommodation), and by then smoke had started seeping inside," Khasatiya said.

Khasatiya and his friend then went to the ground floor.

"There was so much fire and smoke that we could not see anything clearly. When we came out, some vehicles there had caught fire. And then we were trying to leave the place through a safe passage and on the way we found a security man who was sitting on the ground floor on a chair. His hands and hair were burning.

We brought him to a safe place," Khasatiya said.

Another medical student, Bhagirath Chavda (22), had a close call when he had just left the mess building after lunch minutes before the crash.

Chavda, a final year MBBS student, said, "I had just finished my lunch and was going to my hostel... when I heard the loud noise... I did not even imagine it could be a plane crash."

Vipul Ahir (29), a student of Forensic Medicine, said, "Soon after the crash, our department head had asked us all to reach the post-mortem room along with our equipment." He was involved in carrying out post-mortem of the dead bodies. "Even today, if I close my eyes, I can see those bodies in front of me... We do not want to see such a scene again ever," said Ahir.

Investigation still underway: AAIB

Sukaip Sharma
New Delhi, June 12

THE WAIT for answers to what really caused the Air India flight AI 171 to crash in Ahmedabad on June 12 last year has grown longer. The investigation into the Boeing 787-8 accident that claimed 260 lives has not concluded yet and the analysis of the gathered evidence and various tests is still on, the Aircraft Accident Investigation Bureau (AAIB) said on Friday, the first anniversary of one of India's worst-ever aviation disasters.

The probe agency also assured that it was committed to a "thorough, independent, objective, and evidence-based" investigation, but didn't comment on when the final report would be released.

On Friday, the AAIB issued an interim statement on the progress of the probe, which is prescribed under international

"We remain committed to a thorough, objective determination of the causes of the accident and to further enhancing aviation safety."

RAM MOHAN NAIDU,
CIVIL AVIATION MINISTER

norms if the final investigation report is not ready within a year of the accident. Shortly before the AAIB statement, Civil Aviation Minister Ram Mohan Naidu posted on X that the probe was still on, confirming that the final report was still elusive. According to officials in the know, the final report may take a few months more. Complex air crash investigations can, in some cases, take years.

"Over the past year, the investigation team has under-

taken an extensive and rigorous examination of all relevant technical, operational, organisational and human factors associated with the accident. This effort has been supported by accredited representatives, technical advisers and subject matter experts from relevant organisations. Significant progress has been made in the examination and analysis of aircraft systems, flight data recorder, engine-related components, maintenance and operational records, and other evidence relevant to the investigation," the AAIB said.

"The evidence gathered and the results of various examinations are currently being analysed in a comprehensive and integrated manner. Additional technical evaluations and specialist examinations, wherever considered necessary, will continue to be undertaken to ensure that all findings and conclusions are supported by verified evidence and sound scientific analysis..." it added.

According to the agency, the final report will be released upon "completion of all investigative activities and the requisite international review and consultation processes prescribed under" International Civil Aviation Organization (ICAO) Annex 13, but did not provide a timeline for the final report. ICAO Annex 13 lists international standards and recommended practices for aircraft accident investigations.

"Today, as we mark one year since the tragic Air India Flight AI-171 accident, we remember with profound sorrow those who lost their lives and extend our heartfelt condolences to their families and loved ones. The investigation continues with diligence and professionalism in accordance with established national and international procedures. We remain committed to a thorough and objective determination of the causes of the accident and to further enhancing aviation safety," Naidu posted on X.



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One year after AI 171 crash, questions persist

JUNE 12 marked the first anniversary of the Air India flight AI 171 crash, which claimed 260 lives in Ahmedabad: 241 of the 242 people on board and 19 on the ground. Under international aviation norms, the final investigation report into an air disaster should be made public "as soon as possible and, if possible, within 12 months". While this timeline is not legally binding, it seems that India's Aircraft Accident Investigation Bureau (AAIB) will need more time to release its final findings about the Boeing 787 Dreamliner that crashed. At the same time, the information in the public domain, particularly the preliminary report released on July 12 last year, raises concerns about the handling of the case.

The first concern relates to the manner in which the AAIB released its preliminary report: At 1 a.m., unsigned, and without a press briefing at which questions could be addressed. The second pertains to the report's content. It had only a single paraphrased exchange between the pilots regarding the fuel switches, rather than the full cockpit voice recorder transcript or audio. The limited information released and the questions left unanswered have fuelled speculation of pilot error. Meanwhile, Boeing and the 787 Dreamliner programme have faced recurring technical concerns, including lithium-ion battery failures, fuselage manufacturing defects, and electrical system problems. A US-based aviation safety advocacy group, citing whistleblower testimony submitted to the US Senate, alleged that the aircraft involved in the Ahmedabad crash had experienced multiple technical issues during its service life. Against this backdrop, the concerns raised by the Redemption of Indian Pilots — selective disclosure of information, the apparent absence of key subject-matter experts from the investigation and an inadequate examination of a possible electrical or systems failure — deserve serious attention.

For the victims and their families, a rigorous and transparent investigation is the minimum that justice demands. Four families have filed lawsuits against Boeing and aircraft-parts manufacturer Honeywell, alleging negligence, while the father of one of the pilots has sought a court-monitored inquiry. These developments speak of erosion of confidence in the investigative process. Restoring that trust must be a priority. AAIB's interim statement on Friday said the final report will be released "upon completion of all investigative activities". The Civil Aviation Minister, too, has posted on X that the investigation continues. Every authority involved should ensure that no line of inquiry is left unexplored and no legitimate question goes unanswered. Establishing the truth about AI 171 is essential not only for accountability but also for aviation safety and public confidence. Until the final report is released, conclusions must remain guided by evidence, not conjecture.

Too much capital adds to Air India's turbulence



SATYENDRA
PANDEY

MOST CORPORATE turn-arounds have similar themes. New ownership, an injection of capital, rightsizing, capex, product-revitalisation, and for the successful ones — profitability. Just four years ago, with the transition from being a Public Sector Undertaking (PSU) to new ownership under the Tata Group, Air India was supposed to be that story. However, it has been anything but.

The airline continues to incur severe losses, its reputation requires repair, and as we mark the first anniversary of the horrific Ahmedabad crash of Air India Flight 171, where 241 people on board and 19 on the ground lost their lives, there are more questions than answers.

All this while, Air India continues to struggle with culture, cash flow, and credibility. The elephant in the room is that Air India moved from a situation of constrained capital to abundant capital. But too much capital can be a curse. Because too much capital can inadvertently amplify challenges, and at scale. And capital creates a false sense of security, which then has consequent impacts.

The numbers speak for themselves: A loss in excess of \$2 billion; an estimated 22 per cent-plus cut in capacity; and a wide variation in net promoter scores highlight a consistently inconsistent product. For those looking beyond the numbers, the signals are many. But those calling them out are few and far between. The fact that the airline is not able to turn a profit in a duopoly market where it holds significant advantages is very telling.

What makes the Air India situation even more compelling is that the airline's success is not only important for the airline and the Tata Group but also for India's broader ambitions. For one, strategic autonomy essentially includes air connectivity as a core pillar. To this end, the country has asserted itself by not revisiting air service bilateral agreements, a position that will be untenable without a strong global airline.

Second, Air India's success will demonstrate that PSUs can be privatised and deliver a profit to the benefit of the exchequer and all citizens. Then there is the element of jobs across the skill spectrum, where a large, successful airline can be a strong catalyst. Finally, a successful global airline provides

the fillip towards building an aviation hub to challenge those in the Middle East and Southeast Asia, thereby leveraging the Indian demographic dividend and the premiumisation wave.

Air India's goals by March 2027 as part of its transformation plan highlight targets for fleet growth, market share, brand identity, innovation, and being a preferred employer. But what needs to be put front and centre is the customer in every way possible. Yes, the Indian consumer is demanding, yes, aviation is an exacting business, and yes, the returns on capital for airlines are very hard to deliver. But these are facts to be worked with. Not challenges to be glossed over. And doing this requires hard decisions that align the airline with the market reality.

Going forward, the flight path for Air India is anything but smooth. Elements of its strategy, such as the ultra-long-haul flights, engineering challenges, and overall talent strategy, require a rethink. The airline has to deliver consistency, not excuses, and the consumer has to be front and centre. There are no easy answers. Buying and financing aircraft with the backing of the Tata Group was the easy part; delivering a competitive cost structure, consistent product and service, and operational excellence is an order of magnitude more difficult.

There is an aviation adage that goes: "The three things that are of no use are the runway behind you, the altitude above you, and the fuel still in the truck." For Air India, the focus has to be the here and now. The past, the vision, and the impending product upgrades are not items that will move the needle. Similarly, market share, compliance, and seniority cannot outrank safety, consistency and reliability. A consumer cannot be taken for granted, especially in the international segment, where there are many options. As such, the first goal for the airline is to enter consumers' consideration sets.

The good news is that Air India finds itself in the right market at the right time and with a strong parent company with patient capital. But it has to be backed up with strategic intent and executive capital. One year after the crash, no Air India executive has held an official, in-person press conference to brief the public or answer questions about it.

*The writer is managing partner at
AT-TV, an aviation finance firm*

A loss in excess of \$2 billion; an estimated 22 per cent-plus cut in capacity; and a wide variation in net promoter scores highlight a consistently inconsistent product



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JANSATTA

DELHI

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अंतिम रिपोर्ट जारी नहीं की गई

विमान हादसा

सरकार अब भी आश्वासन ही दे रही है

एक साल बाद भी जांच के नतीजों का इंतजार, नहीं मिले सवालियों के जवाब

जनसत्ता ब्यूरो
नई दिल्ली, 12 जून।

एअर इंडिया के बोइंग 787 ड्रीमलाइनर विमान के अहमदाबाद में हुए हादसे के शुरुवार को एक साल हो जाने के बाद भी पीड़ित परिवारों को अपने इन सवालियों के जवाब का इंतजार है कि विमान हादसे की वजह क्या थी और जांच किस नतीजे पर पहुंची। जांचकर्ताओं ने इस त्रासदी के कारणों पर अंतिम जांच रिपोर्ट अब तक जारी नहीं की है।

नागर विमानन मंत्री के राममोहन नायडू ने कहा कि एआइ-171 विमान दुर्घटना की जांच राष्ट्रीय और अंतरराष्ट्रीय प्रक्रियाओं के अनुसार पेशेवर तरीके से जारी है। विमान दुर्घटना की जांच करने वाली एजेंसी एएआइबी ने भी यही कहा कि विमान



फाइल फोटो

हादसे की अंतिम जांच रिपोर्ट, जांच से जुड़ी सभी गतिविधियों, जरूरी अंतरराष्ट्रीय समीक्षा और परामर्श की प्रक्रिया पूरी होने के बाद जारी की जाएगी। लंदन जा रही एआइ-171 उड़ान पिछले

साल 12 जून की दोपहर हादसे का शिकार हो गई थी। हादसे में 260 लोगों की मौत हुई थी, जिनमें 241 यात्री और चालक दल के सदस्य तथा जमीन पर मौजूद 19 लोग शामिल थे। विमान में सवार

विमान दुर्घटना की जांच करने वाली एजेंसी एएआइबी ने कहा कि विमान हादसे की अंतिम जांच रिपोर्ट, जांच से जुड़ी सभी गतिविधियों, जरूरी अंतरराष्ट्रीय समीक्षा और परामर्श की प्रक्रिया पूरी होने के बाद जारी की जाएगी। अगले तीन महीनों के भीतर अंतिम रिपोर्ट आने की संभावना है।
लंदन जा रही एआइ-171 उड़ान पिछले साल 12 जून 2025 की दोपहर हादसे का शिकार हो गई थी। हादसे में 260 लोगों की मौत हुई थी, जिनमें 241 यात्री और चालक दल के सदस्य तथा जमीन पर मौजूद 19 लोग शामिल थे। विमान में सवार केवल एक यात्री जीवित हैं।

केवल एक यात्री जीवित हैं।

एअर इंडिया की ओर से कहा गया है कि विमान हादसे के 15 पीड़ितों के परिवारों ने निजी सामान लेने से इनकार किया है, जबकि 90 फीसद परिवारों

को एक-एक करोड़ रुपये की अनुग्रह राशि दी गई। 12 जून को विमान एआइ-171 अहमदाबाद के सरदार वल्लभभाई पटेल हवाई अड्डे से उड़ान भरने के महज 32 सेकंड बाद बीजे मेडिकल कालेज के छात्रावास परिसर पर गिरा था।

इस हादसे की विमान दुर्घटना जांच ब्यूरो (एएआइबी) अब तक अपनी अंतिम रिपोर्ट जारी नहीं कर पाया है, जबकि जांचकर्ताओं से हादसे के एक साल पूरा होने तक अपनी रिपोर्ट तैयार किए जाने की उम्मीद की जा रही थी। सूत्रों ने बताया कि जांच में देरी हो रही है क्योंकि अधिकारी विमान के जोड़ एअरोस्पेस इंजन और उससे जुड़े नियंत्रण प्रणालियों से संबंधित अहम सबूतों की जांच जारी रखे हुए हैं और अगले तीन महीनों के भीतर अंतिम रिपोर्ट आने की संभावना है।

Corporate Communications Directorate

LOKSATYA

DELHI

13 JUNE 2026

संकट

महंगाई की मार से हवाई सफर पर लग रहा ब्रेक

घटते यात्रियों के चलते बंद हो रही है डोमेस्टिक फ्लाइट्स

नई दिल्ली, लोकसत्या। ईरान और यूएस के बीच फरवरी से युद्ध चल रहा है। जिसका असर दुनियाभर के कई देशों में भी देखने को मिल रहा है। हालात ये हैं कि तेल, गैस, परिचालन हर एक इंडस्ट्री पर महंगाई की मार पड़ रही है। ईंधन की कीमतें बढ़ रही हैं, यात्रियों की संख्या कम हो रही है, गैस के दाम बढ़ रहे हैं। इस तरह से हर एक इंडस्ट्री पर इस युद्ध का गहरा असर पड़ रहा है। खासतौर से एविएशन इंडस्ट्री में काफी मायामारी मची हुई है।

एविएशन इंडस्ट्री पिछले कुछ सालों में काफी अच्छा प्रदर्शन कर रही थी, इस सेक्टर को काफी बूम मिल रहा था। लेकिन ईरान युद्ध के कारण इस सेक्टर की गति में थोड़ी रुकावट आ गई है। इन दिनों कई

- देश के सबसे बिजी 9 एयरपोर्ट्स में से पांच पर चालू वित्त वर्ष की पहली तिमाही में सीटें पिछले साल के मुकाबले कम हुईं

डोमेस्टिक और इंटरनेशनल एयरलाइंस मुश्किल के दौर से गुजर रही हैं। ऐसे में कई महत्वपूर्ण एयरलाइंस की उड़ानों को कम किया जा रहा है। तो वहीं कई जरूरी रूट्स पर यात्रियों की संख्या भी कम देखी जा रही है।

देश के सबसे बिजी 9 एयरपोर्ट्स में से पांच पर वित्त वर्ष 2027 की पहली तिमाही में सीटें पिछले साल के मुकाबले कम हो गई हैं। यूके की एविएशन एनालिटिक्स कंपनी ओएजी के डाटा के मुताबिक, इन रूट्स पर सबसे ज्यादा गिरावट आई



है। हैदराबाद में 3.57 मिलियन सीटें कम हुई हैं, जिसके कारण सबसे ज्यादा 12% की गिरावट दर्ज की गई है। चेन्नई में 2.48 मिलियन पर सीटें पहुंची हैं और 8% कमी आई है। अहमदाबाद, मुंबई और कोलकाता

में 2-3% की गिरावट देखी गई। गुवाहाटी और बेंगलुरु में कोई बदलाव नहीं हुआ। तो वहीं दिल्ली में 9.6% और पुणे में 6% की बढ़ोतरी हुई है।

देशभर में जैसे पेट्रोल-डीजल की

कीमतें बढ़ रही हैं, वैसे ही जेट फ्यूल यानी एटीएफ की कीमतों में भी इजाफा हो रहा है। जिसके कारण फ्लाइट्स की उड़ानें कम कर दी गई हैं। तो वहीं ईंधन की कीमत बढ़ने की वजह से फ्लाइट्स के किराए में भी इजाफा किया गया है। ये भी एक बड़ा कारण है जिससे यात्री फ्लाइट का सफर करने से बच रहे हैं।

जब यात्रियों की संख्या कम होती है, तब एयरलाइंस के पास मेटेनेस के लिए भी कम लागत बचती है, ऐसे में उड़ानें रद्द करने के सिवाय कोई रास्ता बाकी नहीं रहता है। बता दें कि इंटरनेशनल एयर ट्रांसपोर्ट एसोसिएशन (आईएटीए) के मुताबिक, फरवरी से जून के बीच, एटीएफ की कीमतों में ग्लोबली करीब 52% से ज्यादा की बढ़ोतरी देखी गई है।

MILLENNIUM POST

DELHI

13 JUNE 2026

Questions still await answers one year after Ahmedabad AI-171 crash tragedy

AAIB reiterates commitment to transparent & evidence-based probe

OUR CORRESPONDENT

AHMEDABAD: Friday marked the first anniversary of the Air India Flight AI-171 tragedy, one of the country's worst aviation disasters in recent years. On June 12, 2025, the London-bound Boeing 787-8 crashed shortly after taking off from Sardar Vallabhbhai Patel International Airport in Ahmedabad, claiming numerous lives and leaving families devastated.

Marking the occasion, the Aircraft Accident Investigation Bureau (AAIB) expressed its deepest condolences to the families of the victims and acknowledged the enduring grief of those affected by the crash. The AAIB noted that following the release of its preliminary report on July 12, 2025, investigators have continued an extensive and meticulous probe into the circumstances surrounding the accident. The investigation is being conducted under India's Aircraft (Investigation of Accidents and Incidents) Rules, 2017, and in

KEY POINTS

- » Friday marked the first anniversary of the tragedy, one of the country's worst aviation disasters in recent years
- » On June 12, 2025, the London-bound Boeing 787-8 crashed shortly after taking off from Ahmedabad, claiming numerous lives and leaving families devastated
- » Marking the occasion, the Aircraft Accident Investigation Bureau (AAIB) expressed its deepest condolences to the families of the victims

accordance with the standards laid down in Annex 13 of the International Civil Aviation Organization (ICAO).

According to the bureau, data recovered from the aircraft's flight data recorder and cockpit voice recorder has been subjected to detailed analysis. Investigators have also carried out examinations and testing of aircraft components, engines and onboard systems, while scrutinising maintenance records, operational procedures and crew-related infor-

mation. The investigation has involved experts from India and abroad, with specialists contributing technical inputs in various areas. The AAIB said all available evidence is being carefully evaluated and, where necessary, additional expert assessments will be undertaken to ensure that conclusions are based on verified facts and sound scientific analysis.

Emphasising the objective of accident investigations, the bureau said the process is aimed at enhancing aviation



- » It said the final report will be released after the completion of all remaining investigative work and consultations

safety by identifying contributing factors and recommending preventive measures, rather than assigning blame. It urged all stakeholders, including the media, to avoid speculation while the inquiry remains underway. The AAIB reiterated its commitment to an independent, transparent and evidence-based investigation. It said the final report will be released after the completion of all remaining investigative work and mandatory consultations under ICAO procedures.

Corporate Communications Directorate

MILLENNIUM POST

DELHI

13 JUNE 2026

Trauma lingers for UK families one year after Air India crash that killed 260

Prayers and tributes marked the sombre first anniversary of the crash

LONDON: Families in the UK continue to struggle with the trauma of losing loved ones in one of the world's biggest airline disasters, as prayers and tributes on Friday marked the sombre first anniversary of the Air India Flight 171 crash.

The Boeing 787 Dreamliner had 242 people, including 12 crew members, on board when it plummeted into the student hostel and canteen building of a medical college shortly after taking off in Ahmedabad on June 12, 2025.

The incident claimed 260 lives. Of those, 241 were passengers and crew on board the aircraft and 19 were on the ground.

Mohammad Shethwala, 28, who lost his wife Sadikabanu, 24, and their two-and-a-half-year-old daughter Fatima is among those struggling both emotionally and financially.

Based in London as a dependent on his wife's visa, Shethwala applied for an extension on humanitarian grounds, but his struggle was compounded when the UK Home Office rejected the application.



Some families are being supported through the legal process

"Not only have I lost everything, but now I am not even being allowed the time to try and cope with this mental trauma. I am not asking for settlement rights in the UK. All I ask is a couple of years to be able to move on in the country

where I feel closest to the memory of my wife and child," said Shethwala.

He is pursuing a judicial review process but remains unsure about what the future holds for him.

Some families are being sup-

ported through the legal process, while an interim report by India's Aircraft Accident Investigation Bureau (AAIB) - which was supposed to be released in a year - is awaited. Keystone Law in London, which is representing 25 British families who lost loved ones on AI171, said families expect and deserve to know why their loved ones lost their lives, and the AAIB has a "duty to be candid and honest about the causes".

"We are currently in ongoing, productive, and confidential negotiations with Air India and their aviation insurers, led by AIG, exploring full and fair settlements under our High Court rules here in London.

No money will ever bring back these loved ones, but it is a measure of the losses needlessly suffered by these families," said James Healy-Pratt, Aviation Partner at Keystone.

Stewarts, a London law firm representing several bereaved families, said one year on they are still waiting for "meaningful answers" about how and why the tragedy occurred.

AGENCIES



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

13 JUNE 2026

Air India may defer aircraft deliveries, expansion plans

ENS ECONOMIC BUREAU @ New Delhi

TO cut mounting losses in the backdrop of several headwinds, Tata Group-run Air India is looking to defer aircraft deliveries, cut flights and postpone expansion plans. As per a Bloomberg report citing sources, Air India is in talks with aircraft manufacturers Airbus SE and Boeing Co. to slow down deliveries of as many as 500 planes earlier ordered.

This, as per the report, would enable Air India to push back the large payments due to plane makers upon delivery. The carrier is reevaluating plans to fly to new domestic and global destinations, pruning some routes and postponing launches at some airports such as the new Noida International Airport (NIA), the people familiar with the matter said.

Air India last month announced it has temporarily reduced its international flight



capacity by 27%, cutting nearly 145 weekly flights between June and August. The carrier reduced up to 22% of its domestic flights to cut costs.

Singapore Airlines' annual financial statement revealed Air India's losses stood at about \$2.8 billion last financial year (FY26), its biggest annual loss since the airline was taken over by the Tata Group in 2022.

The losses have escalated to record levels due to frequent airspace closures in West Asia and a permanent closure in Pakistan since March last year, rising fuel expenses and the impact of rupee fall against US dollar. These challenges exac-

erbate the repercussions from the tragic Ahmedabad (Flight AI 171) crash on June 12, 2025, which resulted in 241 people on board and 19 people outside losing their lives.

Friday (June 12, 2026) marked the first anniversary of the deadly crash. Meanwhile, the Aircraft Accident Investigation Bureau (AAIB) stated that the probe into the crash has entered its final analysis stage. An Air India spokesperson said the Bloomberg queries were highly speculative, and the carrier remains committed to modernising its fleet and carrying out its long-term transformation plan.

Corporate Communications Directorate

NAVBHARAT TIMES

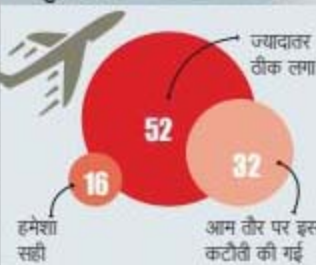
DELHI

13 JUNE 2026

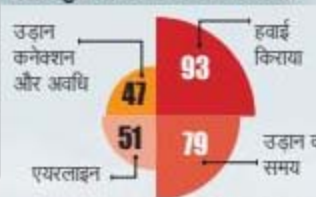
10 में से तीन यात्री उड़ान से पहले चेक करते हैं एयरक्राफ्ट का टाइप: सर्वे

पिछले साल अहमदाबाद में एयर इंडिया के प्लेन AI-171 क्रैश होने के बाद भारतीय हवाई यात्रियों के दिमाग में सुरक्षा अभी भी सबसे ऊपर है। हादसे के एक साल बाद LocalCircles ने सर्वे कर यात्रियों से उनकी प्राथमिकताएं जानीं। सर्वे में शामिल भारतीय एयरलाइन के 10 में से 3 यात्री अभी भी बुकिंग/यात्रा करते समय एयरक्राफ्ट के टाइप की जांच कर रहे हैं।

एयरलाइनों में आपको और आपके परिवार को सुरक्षा प्रोटोकॉल का पालन कैसा लगा?



इन दिनों हवाई यात्रा की योजना बनाते समय टिकट बुकिंग से पहले क्या-क्या देखते हैं?



*सभी आंकड़े प्रतिशत में

‘AI-171 प्लेन क्रैश की रिपोर्ट में लगेगा समय’



प्लेन क्रैश में मारे गए आकाश पाटनी को श्रद्धांजलि देती उनकी मां।

■ NBT रिपोर्ट, नई दिल्ली

प्रक्रियाओं के अनुसार जांच जारी : नायडू

नागर विमानन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि एआई-171 विमान हादसे की जांच राष्ट्रीय और अंतरराष्ट्रीय प्रक्रियाओं के अनुसार पेशेवर तरीके से जारी है। नायडू ने कहा, 'हम दुर्घटना के कारणों का संपूर्ण, वस्तुनिष्ठ निर्धारण करने और विमानन सुरक्षा को और बेहतर बनाने के लिए प्रतिबद्ध हैं।'

जानकारी, मॉनिटिंग और ऑपरेशंस रेकॉर्ड से संबंधित अन्य साक्ष्यों की जांच में महत्वपूर्ण प्रगति हुई है। लेकिन अंतिम जांच रिपोर्ट जारी करने में कुछ वक्त लगेगा। मंत्रालय ने कहा कि अंतिम रिपोर्ट सभी जांच गतिविधियों के पूरा होने और ICAO के नियमों के तहत निर्धारित आवश्यक अंतरराष्ट्रीय समीक्षा और परामर्श प्रक्रियाओं के बाद जारी की जाएगी।

अहमदाबाद से लंदन जा रही एयर इंडिया की फ्लाइट नंबर AI-171 को क्रैश हुए 12 जून को एक सल पूरा हो गया। इस फ्लाइट में बोइंग का 787-8 डीमलाइनर एयरक्राफ्ट इस्तेमाल किया गया था। हादसे की जांच नागर विमानन मंत्रालय की जांच एयरक्राफ्ट एक्सिडेंट इन्वेस्टिगेशन ब्यूरो कर रहा है। अभी तक फाइनल रिपोर्ट नहीं आई है। शुक्रवार को विमानन मंत्रालय ने बयान जारी कर कहा कि अभी इसकी जांच में कुछ और वक्त लगेगा। हालांकि, मंत्रालय ने रिपोर्ट आने की कोई डेट नहीं बताई।

बयान में कहा गया है कि एक प्रारंभिक रिपोर्ट 12 जुलाई 2025 को जारी की गई थी। एक साल से दुर्घटना से संबंधित तमाम तरह के तकनीकी, ऑपरेशंस, मानवीय, ऑर्गनाइजेशन और अन्य तमाम कारणों की जांच की जा रही है। इसमें फ्लाइट के सिस्टम, फ्लाइट रिकॉर्डर डेटा, इंजन से संबंधित





Corporate Communications Directorate

THE PIONEER

DELHI

13 JUNE 2026

One year after Air India crash, families still await answers

PIONEER NEWS SERVICE
■ New Delhi

One year after an Air India Boeing 787 Dreamliner crashed shortly after takeoff from Ahmedabad, killing 260 people in one of the world's deadliest aviation disasters in a decade, families of the victims are still waiting for a definitive explanation of what brought down the aircraft and the investigation to reach its conclusion.

Flight AI171, bound for London's Gatwick Airport, crashed on June 12, 2025, less than a minute after takeoff from Ahmedabad, killing 241 of the 242 people on board and 19 people on the ground when the aircraft slammed into a medical college hostel. The accident marked the first fatal crash involving a Boeing 787 Dreamliner.

The anniversary comes with India's Aircraft Accident Investigation Bureau (AAIB) yet to issue a final report,

which investigators had been expected to complete around the first anniversary of the crash. Instead, the probe has been delayed as authorities continue examining critical evidence linked to the aircraft's GE Aerospace engines and associated control systems. Investigators are expected to issue a status update or interim report, with a final report now likely within the next three months, according to people familiar with the matter.

The preliminary report released last year found that both engine fuel control switches moved almost simultaneously from "RUN" to "CUTOFF" seconds after takeoff, starving the engines of fuel and causing a catastrophic loss of thrust. The report, however, stopped short of assigning blame or identifying the cause of the switch movement, and Indian authorities have repeatedly cautioned

against drawing conclusions before the investigation is completed. The prolonged investigation has fuelled speculation and competing theories ranging from technical malfunction to human action. The Federation of Indian Pilots this week renewed its demand for a judicial inquiry and opposed the release of any interim report, arguing that partial findings could lead to confusion and misinterpretation before the investigation is complete.

For Air India, the disaster became the biggest crisis since the airline's acquisition by the Tata Group and threatened to overshadow efforts to rebuild its reputation through an ambitious fleet renewal and transformation programme.

Over the past year, Air India and Tata Group companies have focused on compensation, family assistance and support for the survivors and victims' relatives.



Corporate Communications Directorate

THE STATESMAN

DELHI

13 JUNE 2026

Bomb hoax forces Delhi-bound IndiGo flight from Ahmedabad to make emergency landing at LKO

STATESMAN NEWS SERVICE

Lucknow, 12 June

An IndiGo flight from Ahmedabad to Delhi via Lucknow made an emergency landing at Choudhury Charan Singh International Airport in Lucknow on Friday due to bomb threat.

While the plane was in the air, a tissue paper with the word "bomb" written on it was found in the toilet.

The pilot then alerted Air

Traffic Control (ATC) and requested permission for an emergency landing.

ATC alerted airport authorities and security agencies, then granted landing permission. Flight 6E-2111 landed at Lucknow Airport at 11:15 a.m. All 180 passengers and their luggage were then disembarked. The checking continued for about an hour by the bomb disposal squad and personnel from other agencies inspected the plane.

Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

12 JUNE 2026

A severed hand, a trauma lingers

Gandhinagar: A woman's severed hand, fingers locked tight as if pleading for help. One year after the AI-171 crash, it's an image seared into H.P. Sanghvi's memory, a testament to the terror of her last moments and also to the trauma of the forensic scientists tasked with identifying the bodies.

The London-bound Dreamliner crashed into a hostel complex seconds after taking off from Ahmedabad on the afternoon of June 12, 2025, killing 241 people on board and 19 on the ground. One passenger survived. Many of the dead were charred beyond recognition.

It fell to Sanghvi, director of the Gujarat Directorate of Forensic Sciences (DFS), and his 38-member team to painstakingly sift through the biological samples to identify those killed as well as examine the shattered electronic devices pulled out from the ashes to extract whatever information they could.

At the end of 15 days, the DFS team identified 142 victims. The days fused into night as the forensic scientists put in their all to fulfil the onerous

task in front of them. It was also a personal challenge.

For Sanghvi, that image of a severed hand is one he can't shake off. "It looked as if she was pleading for help.... Even now, a year later, we can only imagine the terror of her final moments," Sanghvi said.

Recounting the emotionally exhausting days, Sanghvi said it was a round-the-clock operation. He said he was informed about the crash through a mobile message during a meeting at the DFS headquarters in Gandhinagar, the twin city of Ahmedabad.

He immediately recognised the scale of the tragedy. The directorate mobilised DNA experts from laboratories across the state and rushed to secure additional chemical analysis kits and backup machinery.

As families and others grappled with the magnitude of the tragedy, the group of 38 forensic scientists in Gandhinagar got to work. What followed was an extraordinary scientific and human effort as the laboratory was flooded with more than 180 biological samples, many of which were severely compromised due to extreme heat and rapid burn-



A portion of the crashed Air India jet juts out of a building in Ahmedabad on June 12, 2025

ing. It made the extraction of viable tissue a monumental challenge.

"The first samples arrived after midnight, and our teams managed to generate 100 DNA profiles within the first 100 hours," Sanghvi said.

The scientists, Sanghvi recalled, isolated usable DNA from severely burned tissue that requires a delicate, 30-step technical process. Often,

they found that the intense heat had destroyed the cellular structures, forcing scientists to reset and start the process all over again. "But our teams stayed here 24X7," he said.

The dead were identified through rigorous DNA analysis. To hasten the process for the grieving families waiting for some news of their loved ones, blood samples from victims' relatives were processed using rapid DNA technology that can generate a genetic profile in just 90 minutes.

Matching the DNA was complicated by the absence of immediate kin. "Confirming identity requires a 100 per cent match. In many cases, only extended relatives were available for comparison, which made the matching process far more complex," Sanghvi said.

According to Sanghvi, the disaster also taught him lessons that could be used in future. "One of the key lessons from the experience was the importance of proper coordination between medical personnel and the forensics team in situ (Latin for in its original place) to facilitate rapid sampling and reporting," he said.

Tata Group tells AI to focus on cutting losses

Carrier Looks To Reduce Flights, Go Slow On Aircraft Delivery And Expansion Plans

Air India is looking to defer aircraft deliveries, cut flights and postpone expansion plans after majority owner Tata Group instructed the carrier to focus on reducing its record losses, according to people familiar with the matter.

The change in strategy is an abrupt pivot from an ambitious growth plan. It reflects the loss of confidence in an airline that suffered a fatal crash a year ago and has since incurred an annual loss equivalent to about \$3 billion (Rs 28,500 crore approx).

The downsizing will involve a variety of efforts to reduce costs. Air India is in discussions with Airbus and Boeing to slow down deliveries of as many as 500 planes previously ordered, said the people, who asked not to be identified because the talks are private. Doing so would enable Air India to push back the large payments due to plane makers upon delivery.

The carrier is also reevaluating plans to fly to new domestic and international destinations, pruning some routes and postponing launches at some airports, such as the new Noida International Airport, the people familiar with the matter said.

Air India's cowed ambitions follow a series of challenges that have pushed it deep into the red. The deadly crash last June, Pakistan closing its airspace to Indian carriers, and the war in Iran have disrupted flights, forced costly re-routing and driven up fuel expenses. The weak Indian rupee has also added to its financial woes since

FLYING INTO A TURBULENCE

➤ Change in strategy reflects loss of confidence in an airline that suffered a fatal crash a year ago and has since incurred an annual loss equivalent to about

₹28,500 crore

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planes previously ordered, enabling Air India to push back the large payments due to plane makers upon delivery

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➤ The crash, Pakistan closing its airspace to Indian carriers, and the US-Iran war have disrupted flights, forced costly rerouting and driven up fuel expenses

➤ The weak rupee also added to its financial woes

much of the airline's costs are in dollars.

The Tata Group, which took over the national carrier in 2022, now wants Air India to temper its growth strategy to focus on stabilising current operations and implement cost-cutting measures, people familiar with the matter said. Air India earlier this year announced flight cuts due to the Iran war and airspace shutdowns.

An Air India spokesperson said the Bloomberg queries were highly speculative, and the carrier remains committed to modernising its fleet and carrying out its long-term transformation plan.

Tata and Airbus didn't respond to requests for comment. A Boeing spokesperson declined to comment.

The flag carrier, which operates its namesake Air India full-service airline and low-cost arm Air India Express, has been losing money for more than a decade even though revenue and opera-

tions have grown on the back of the country's strong economic expansion and surging travel demand.

Air India previously ordered a combined 600 aircraft from Airbus and Boeing during 2023 and 2024, and then put in more orders early this year as part of an aggressive fleet expansion. The bulk of its deliveries are expected in 2027 and 2028, the people said.

Airlines typically spread out payments for jets over several years, with the biggest cash outlay — which can be about 80% of the purchase price — coming when they are handed over.

Air India has accumulated more than Rs 55,000 crore (\$5.8 billion) in losses since the year 2022, with the red ink becoming a key concern for the board of Tata Trusts, which controls the Tata Sons holding company that holds the majority of Air India. Singapore Airlines bought a 25.1% stake in Air India in 2024. [BLOOMBERG](#)



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

13 JUNE 2026



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

13 JUNE 2026

India misses deadline on Ahd crash report

Mumbai: Aircraft Accident Investigation Bureau released no report on the Air India 171 crash on Friday, the first anniversary of the tragedy in Ahmedabad that claimed 260 lives. It thus missed International Civil Aviation Organisation's 12-month de-

► **He lost wife, child, now faces UK ouster, P 10**
► **Brit mom got remains of someone else, P 10**

adline for a final or interim report, **reports Manju V.**

The ministry of civil aviation on Friday said significant progress has been made in the examination and analysis of aircraft systems, flight recorder data, and engine-related components.

► **Pilots' body, P 10**

Given the controversy, we didn't want interim report: Pilots body

► **Continued from P1**

The evidence gathered and the results of various examinations are currently being analysed in a comprehensive and integrated manner... Additional technical evaluations and specialist examination, wherever considered necessary, will continue to be undertaken to ensure that all findings and conclusions are supported by verified evidence and sound scientific analysis," the ministry said.

For decades, India had honoured the 12-month deadline for fatal airline accident reports, but since the 2010 Air India Express Mangalore accident, that trend has changed. The final report in that case was released in 2012, and the final report into the 2020 Air India Express crash in Calicut was released 13 months after the accident.

Under ICAO's Annex 13, the whole purpose of an investigation is to find out the causes in order to prevent a repeat. The ICAO, therefore,



Families and friends of 11 deceased crew members from Mumbai gathered at a memorial service held in Bandra, Friday

recommends that if a final report cannot be released in 12 months, an interim report should be released to the public on the anniversary, to be repeated annually until the final report is out. The Federation of Indian Pilots said it had requested govt not to put out an interim report. "Given the controversy surrounding the accident, we requested govt to not release an interim report," said FIP president Capt CS Randhawa.

Two conflicting theories

— one stating that the pilot sabotaged the aircraft and the other that the B787 suffered a fatal technical fault — have been at the centre of the controversy. "The interim report will lead to greater confusion and speculation. Such an action could be detrimental to the investigations being done by AAIB. Moreover, such a report cannot be conclusive due to further investigations being carried out," said a letter sent by FIP to govt early this week. The

London-bound AI171 crashed immediately after taking off from Ahmedabad airport on June 12, 2025. Of the 242 people on board, 241 were killed, and 19 other victims were from the ground at the hostel complex of Ahmedabad's B J Medical College that the plane crashed into.

The closest international parallel to AI171 may be Ethiopian Airlines Flight 302, the 2019 Boeing 737 MAX crash that killed 157 people. Days after the accident, the B737 MAX was grounded the world over. Ethiopia finally released the final report in Dec 2022, more than three and a half years after the crash. In an unusual response, the US National Transportation Safety Board and France's Bureau of Enquiry and Analysis issued separate critiques. The NTSB said the report shifted blame away from the airline and its pilots while containing factual errors. It also said that Ethiopia had issued the report without letting NTSB review newly added material.



Corporate Communications Directorate

THE TRIBUNE

DELHI

13 JUNE 2026

Tributes, grief, unanswered questions mark AI171 crash anniv

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 12

One year after Air India flight (AI171) crashed moments after taking off from Ahmedabad, killing 260 people, investigators on Friday said the probe had made "significant progress", but stopped short of answering the central questions that have dominated the investigation since the tragedy.

In an interim statement issued on the first anniversary of the crash, the Aircraft Accident Investigation Bureau (AAIB) said investigators had carried out an "extensive and rigorous examina-

tion" of technical, operational, organisational and human factors linked to the accident. However, the agency neither disclosed fresh findings nor indicated when the final report would be released.

Expressing condolences, the AAIB said it stands with the families and loved ones of those who lost their lives and acknowledged the continuing pain suffered by all those affected.

The investigation is being conducted under the Aircraft (Investigation of Accidents and Incidents) Rules, 2017, and in accordance with the standards prescribed under ICAO Annex 13. A preliminary report was released on July 12, 2025.



Family members of the AI171 crash victims during an event organised on the first anniversary of the tragedy, in Ahmedabad on Friday. ANI

The AAIB said the final report would be released only after completion of all inves-

tigative activities and the international review and consultation processes mandated

under ICAO rules.

"The sole purpose of an accident investigation is to enhance aviation safety through the identification of lessons and safety recommendations, and not to apportion blame or liability," it said, urging stakeholders, the media and the public to refrain from drawing premature conclusions.

Most notably, investigators have still not explained why both engine fuel control switches moved from the "RUN" position to "CUT-OFF" seconds after take-off.

A year later, investigators have yet to indicate whether the switch movement resulted from human action, a technical

malfunction, an electrical anomaly or some other factor.

Families of victims, meanwhile, continue to await answers and on Friday held a prayer meeting in remembrance of their lost ones. The relatives renewed their demand for a permanent memorial at the crash site, opposing plans to demolish the damaged BJ Medical College hostel buildings and redevelop the land. The anniversary was marked by tributes across India and the UK.

Air India employees also observed a two-minute silence, while families gathered at the crash site to remember those who died.