



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

13 OCTOBER 2025

 Hindustan Times

Green clearances for airports set to be made easier

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NEW DELHI: The Union environment ministry has decided to downgrade the environmental assessments needed for all expansion/modernisation activities of airports.

In an office memorandum dated September 30, uploaded on environment ministry's Parivesh website this week, the environment ministry has said that it has received a representation from the Airports Authority of India seeking rationalisation of EC (environmental clearance) requirements for expansion activities confined within the existing boundaries of airports. It has been submitted that under the flagship UDAN (Ude Desh ka Aam Nagrik) scheme, air travel is being expanded to improve accessibility and affordability, and the Krishi UDAN scheme has facilitated movement of agricultural produce from remote areas to markets.

These initiatives have led to significant growth in passenger traffic and cargo movement, necessitating capacity enhancement at both major and regional airports. It has further been informed that such expansion work — covering terminal buildings, allied facilities (including Air Traffic Control towers, fire stations, cargo terminals) as well as extension or construction of runways, taxiways, aprons, and other operational infrastructure — is undertaken entirely within the already acquired land of existing airports and does not involve any additional land acquisition. These works are primarily operational in nature, aimed at improving passenger convenience, safety, and efficiency in

view of rising demand, the memorandum states.

The representation was examined by the sectoral Expert Appraisal Committee (EAC). The committee observed that such expansion activities are unlikely to result in incremental environmental impact beyond the existing operational footprint of the airport. "Airports are already subject to comprehensive regulatory oversight under Civil Aviation Requirements, DGCA guidelines, and statutory provisions of the Water (Prevention and Control of Pollution) Act, 1974 and the Air (Prevention and Control of Pollution) Act, 1981," it said.

The recommendations of the sectoral EAC were placed before the Expert Advisory Committee, which was of the view that expansion and development activities within the existing airport boundaries, and not involving any additional land, may be categorized as B2 projects. "The EIA notification, 2006 provides that for categorisation of projects into B1 or B2, the ministry shall issue guidelines from time to time. Accordingly... it is hereby directed that all expansion/modernisation activities of airports shall be appraised as category B2 projects, provided there is no increase in land area," the memorandum states.

HT has previously reported that the environment ministry has exempted certain sectors from mandatory ECs. For example, the ministry has proposed to exempt from obtaining prior environmental clearance stand-alone cement grinding units which do not have captive power plants and transport raw materials and finished products either through the railways or electric vehicles.



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THE MORNING STANDARD

DELHI

13 OCTOBER 2025

ATC officers' shortage raises worries over aviation safety

S LALITHA @New Delhi

THERE is a gaping shortage of personnel in the Air Traffic Control (ATC) centres across the country, posing a major risk to safety of flyers. With the recent opening of the Navi Mumbai International Airport and the Jewar International Airport in Noida set for launch shortly, the problem is only set to get compounded.

According to sources, the Airports Authority of India (AAI) is responsible for these nerve centres of flight operations at airports. An AAI source told this newspaper, "The sanctioned strength of ATC officers is 5,337 and the vacancies we have on date are 1,613 as of now. With new airports opening up and airlines introducing more flights with each passing day, we need at least 8,000 officers. This gaping shortage is a serious risk to the safety of flyers as well as the health of the officers".

The ATC works 24x7. It was only in 2019 that Flight Duty Time Limitation similar to those enforced for pilots was introduced for the personnel here. Prior to that, they were



working long hours, the source said.

"Apart from the shortage of staff, there are only three training centres in the country for ATCs. We definitely need a hi-tech, world class training institute for new recruits," he added.

Another source said the ATC consists of two wings equally important - the Air Navigation Services and the Communication Navigations Services. "Their job is air traffic co-ordination. They operate in tandem and control flight operations, communications, navigations and surveil-

lance facilities," he explained.

With the qualification being any Engineering Degree or a B.Tech degree or an M.Sc Physics Degree (with Electronics), only those with specific technical qualifications can make the grade.

"Despite the attraction of a government job, the work in shifts and the much lesser pay scale compared to pilots make it unattractive for job seekers," he explained. "An ATCO handles 15 to 20 aircraft simultaneously by coordinating with them while a pilot is responsible for only one aircraft at any given time," the source added.

While the starting salary for a fresher is ₹60,000, it is ₹2.5 lakh in the case of a pilot who begins his career, he explained.

Another source said, "Recruitments are taking place annually but it is just not enough to meet the demand. Whenever new airports open up, experienced pilots are sent to manage the show," he added.

The issue was raised in Parliament in the recent session too. AAI did not want to give an official comment on it.





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BUSINESS LINE

DELHI

13 OCTOBER 2025

Noida airport enters final phase of trials for Dec opening

Rohit Vaid
New Delhi

With a December opening in sight, Noida International Airport (NIA) has commenced advanced terminal trials along with testing of technical equipment as part of its final preparations.

Accordingly, the Phase 1 of the infrastructure development is on track to be completed by the end of October, paving the way for the airport to receive its aerodrome licence and the eventual start of commercial operations.

Speaking to *businessline*, Christoph Schnellmann, Chief Executive Officer of Noida International Airport, said, "Noida International Airport is on the home stretch."

"We have commenced advanced terminal trials and



WORLD-CLASS. The Phase 1 of infrastructure development is on track and is expected to be completed by the end of October

testing of technical equipment. With Phase 1 nearing completion, we are on track and eagerly looking forward to commencing commercial operations this year, bringing a world-class aviation experience to the region."

CURRENT SCHEDULE

Recently, Civil Aviation Minister Ram Mohan Naidu also told *businessline* in an exclusive interview that, as per the current schedule, the airport's construction phase

should conclude by the end of this month. "After the construction phase, regulatory testing and trials will take place before licensing is completed," Naidu stated.

"Contingent on the project meeting its revised timelines, we expect the airport to be operational by year-end." Meanwhile, significant structural and technical progress has already been achieved.

The roofing work and installation of key technical

systems at the passenger terminal building have been completed. In August, Schnellmann had noted that the Airports Authority of India (AAI) was actively installing and commissioning critical equipment in the air traffic control tower.

AIRPORT SYSTEMS

At the same time, a comprehensive Operational Readiness, Activation and Transition (ORAT) programme was completed.

This initiative aimed to ensure that all airport systems, processes and personnel are fully prepared for day-one operations. This critical phase involved trial runs, simulations and familiarisation programmes for airlines, ground handlers and other essential stakeholders.

Tests were conducted on various systems, including

baggage handling, security screening, check-in counters and boarding gates.

Additionally, the airport has successfully completed terminal trials — part of the ORAT process — which mark the final preparatory stage before operations go live. These trials focused on evaluating passenger flows, systems integration and coordination among airport service providers. In addition, the cargo terminal is nearly complete, and its ORAT programme has started.

Commissioning of the fuel farm and fuel hydrant system is also in the final stages.

The next major milestone for the airport will be the issuance of the aerodrome licence by the Directorate General of Civil Aviation, which is necessary for the commencement of flight operations.



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

11 OCTOBER 2025

एयरपोर्ट के 5 किलोमीटर दायरे में अब लेजर लाइट्स नहीं चलेगी

विमानों को आवागमन हो रही थी परेशानी



क्राइम रिपोर्टर | जयपुर

विमानों का आवागमन बाधित होने के कारण जयपुर पुलिस ने जयपुर एयरपोर्ट के 5 किलोमीटर के दायरे में लेजर लाइट जलाने पर प्रतिबंध लगा दिया। इस संबंध में एडिशनल

कमिश्नर कानून-व्यवस्था डॉ. रामेश्वर सिंह ने शुक्रवार को आदेश जारी कर दिए। आदेश में उन्होंने बताया कि एयरपोर्ट के आस-पास विवाह स्थल, होटल सहित अन्य कार्यक्रमों में लेजर लाइट्स का उपयोग में ली जा रही है। जो आसमान में काफी दूरी तक प्रकाशित होती है और इसकी वजह से विमानों के आवागमन में परेशानी आती है। ऐसे में एयरपोर्ट के 5 किलोमीटर के दायरे में लेजर लाइट्स पर प्रतिबंध लगा दिया।



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HINDUSTAN

DELHI

13 OCTOBER 2025

नोएडा एयरपोर्ट के पास एग्रो हब बनेगा

ग्रैंटर नोएडा, वरिष्ठ संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के पास एग्रो हब (कृषि निर्यात केंद्र) विकसित करने की तैयारी तेज हो गई है। पतंजलि और इनोवा फूड पार्क कोलार (कर्नाटक) के बीच इसे लेकर साझेदारी बन रही है, जिसके तहत यह केंद्र स्थापित किया जाएगा।

यमुना विकास प्राधिकरण ने प्रस्ताव रखा है कि पतंजलि अपनी सेक्टर 24ए

में आवंटित जमीन में से 50 एकड़ जमीन इनोवा को सबलीज पर दे, ताकि वहां यह हब बनाया जा सके। वहीं, प्राधिकरण की ओर से इनोवा को इस परियोजना के लिए कई तरह की सुविधाएं और सब्सिडी दी जाएंगी। यह हब अत्याधुनिक सुविधा से लैस होगा, जहां कृषि और बागवानी उत्पादों की जांच, ग्रेडिंग और पैकेजिंग की जाएगी, जिससे उन्हें सीधे अंतरराष्ट्रीय बाजारों

में निर्यात किया जा सकेगा।

एयरपोर्ट के कार्गो टर्मिनल से इसकी दूरी लगभग 10 किलोमीटर होगी, जिससे माल का परिवहन तेज और सस्ता होगा। ओएसडी शैलेंद्र भाटिया ने बताया कि इस प्रस्ताव पर पतंजलि से बातचीत हुई है और अब उनके जवाब का इंतजार है। यह स्थान इस हब के लिए उपयुक्त है। यह प्रस्ताव उत्तर प्रदेश कैबिनेट से मंजूरी पा चुका है।

Continuing silence on NMIA name fuels storm

PAPs vow agitation post Diwali; opposition alleges RSS and Modi pushing for alternative names

G Mohiuddin Jeddy
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NAVI MUMBAI: Prime Minister Narendra Modi's pointed silence on naming the Navi Mumbai International Airport (NMIA) after farmers' leader D B Patil, during its grand inauguration on Wednesday, has ignited outrage and a sense of betrayal among Project Affected Persons (PAPs), whose land had been acquired for the project. Since the anticipated announcement never came, opposition leaders alleged other names are being considered, including that of Modi himself.

The glaring omission during Modi's address at the inauguration came just five days after chief minister Devendra Fadnavis assured local leaders and PAPs that the airport would be named after Patil. Fadnavis claimed Modi had given his "positive approval" and the Centre would accept the state's recommendation, leading to the suspension of a massive protest planned for October 6.

On Wednesday, the local Agri-Koli community and PAPs attended the airport's inauguration, anticipating a formal announcement. Instead, while the PM praised D B Patil as a "son of Maharashtra" whose service to farmers remains an inspiration, he stopped short of confirming the name. As the event concluded, disillusioned groups of PAPs erupted in protest, chanting "Airport cha naav kunacha? D B Patil sahebanchal!" (Whose name for the airport? D B Patil's!) before leaving the venue.

PAPs let down

"We gave our land and homes for the project. No flight will take off until the name is given," declared Prem Patil, secretary of the Loknete D B Patil 27 Gaon Samiti. Chetan Daur, the samiti's joint secretary, said, "We had gone to hear PM Modi just to hear him confirm D B Patil's name. He only mentioned his name but nothing

NMIA naming standoff

2019-2021: Uddhav Thackeray-led Maha Vikas Aghadi government first proposes naming NMIA after D B Patil, following massive PAP protests against an earlier suggestion to name it after Bal Thackeray.



June 2022: MVA cabinet approves proposal to name the airport after Patil.



July 2022: Shinde-Fadnavis government reaffirms decision, passing a unanimous resolution in favour of Patil's name.

2022-2023: The resolution is cleared by the state legislature and forwarded to the centre for final approval.

2024: Union civil aviation minister Murlidhar Mohol assures PAPs that the airport would be named after Patil.



October 3, 2025: CM Fadnavis announces that PM Modi had given his "positive approval" for Patil's name.



Navi Mumbai International Airport

October 8, 2025: Modi praises Patil's legacy at the inauguration but does not announce the airport's name, triggering widespread outrage.



about the naming. Two CMs of Maharashtra, who had recommended D B Patil's name, have been insulted."

Patil's family also felt deeply disappointed. "Both CM and PM took D B Patil's name and spoke of his legacy, but did not say anything about naming the airport after him. All the PAPs and their leaders felt bad, and we too felt bad," said Patil's son, Atul.

Leaders of the movement are determined to escalate their protest. "We will hold a meeting with the bhoomiputras after Diwali and prepare for an agitation," warned Nilesh Patil, president of the Agri-Koli Youth Foundation. "Before the municipal corporation elections, we will raise this issue so strongly that the government will be forced to name the airport after D B Patil."

Local leaders say they aren't placing much faith in the CM's assurance or the PM's "positive approval," and dismissed the official

line trotted out by the CM. Fadnavis had claimed that the centre was framing a policy on naming airports, which had delayed the formal announcement. It was only a matter of time before the new airport bore D B Patil's name, he promised.

Conjectures

But the PM's silence has provided ground for political speculation, with opposition leaders launching sharp attacks. NCP (SP) MLA Rohit Pawar suggested there was a plan to name the airport after a prominent RSS leader to coincide with the organisation's centenary. "Goa airport's name was declared by the PM during its inauguration, why not here? To even consider any other name is an insult to the sons of the soil," he said.

Shiv Sena (UBT) MP Sanjay Raut claimed BJP is considering naming the airport after Modi himself. "The world's biggest cricket stadium in Ahmedabad

was renamed after Modi. Now Gautam Adani wants the airport to be named as 'Modi airport', or else 'Adani airport'," Raut alleged. Congress leader Vijay Wadettiwar voiced similar suspicions. Opposition leaders point out that the proposal to name the airport after Patil was ratified by the state legislature and forwarded to the centre more than two years ago. It shouldn't take this long, they pointed out.

Asked to comment on the controversy, deputy CM Ajit Pawar was non-committal. "Let operations (at the airport) begin first. The sentiments of the local people will be respected, and whatever appropriate action is required will be taken," he said.

Panvel BJP MLA Prashant Thakur said, "Some people are creating unnecessary confusion. Only one name has gone from Maharashtra, and that is D B Patil's. The PM has assured that the state's decision will be final."

HINDON AIRPORT

Passenger footfall, facilities increasing — yet long way to go

The airport, which is also an Air Force station, was inaugurated as a commercial civil terminal in 2019

NEETIKA JHA
GHAZIABAD, OCTOBER 12

THERE ARE no meticulously maintained, tree-lined avenues, nor multiple checking points or routes leading towards different terminals.

On both sides of the road leading to the Hindon Airport in Ghaziabad are agricultural fields. Some have shallow pools full of water after recent rains. The fields double up as nesting ground for white herons and pastures for cows.

The Hindon Airport, which started very limited domestic operations in 2019, has started attracting more passengers after more airlines have started flights. It is the second airport in the NCR region after Delhi's Indira Gandhi International Airport, and will soon have company in the Noida International Airport in Jewar.

Around 12 kilometres before the main terminal at the modest building, an emerald-green signboard simply reads, "Hindon Airport." A sharp left turn leads to the compact airport premises of Hindon.

It is a short drive and many can be seen pulling along trolley suitcases after exiting the airport and walking to the Bhopura main market.

"We are walking to the main road to take an auto," said Shivam Verma, a 22-year-old man who arrived from Bengaluru minutes ago. "I stay in Vasundhara. The flight was cheaper than the one landing at the Delhi airport. It also saves me from the traffic and the journey between Delhi and

Ghaziabad," Shivam said before getting into the auto that he hailed for Rs 175.

The Hindon Airport, which is also an Air Force station, was inaugurated as a commercial civil terminal on March 8, 2019, to serve a few regional routes under the Government's Regional Connectivity Scheme (UDAAN) and flew to Pithoragarh in Uttarakhand. By July this year, the number of flights from the airport grew to 16.

It was the entry of larger carriers like Air India Express that began operations from Hindon to Bengaluru, Goa and Kolkata on March 1 this year that changed the landscape. On July 20 this year, Indigo launched flights from Hindon to eight cities including Bengaluru, Mumbai, Chennai, Kolkata, Ahmedabad, Indore, Patna, and Varanasi. Others like Flybig operate to Bathinda and Ludhiana while Star Air operates flights to Adampur, Bengaluru, Hyderabad, Bahalgavi, Ajmer, Nagpur, Nanded and Pune, including several connecting flights to Chennai to Hindon to Bhubaneswar, also from Chennai via Hindon to Kolkata, Goa to Kolkata. With two boarding gates, the airport has two security check-ins and has one small eatery outlet.

When *The Indian Express* visited in the afternoon, passengers waited to board flights to Bengaluru, Goa and Kolkata. For many, it was their first time at the airport.

A few passengers stood at the entry gate getting their tickets checked by security officials. Nearly 10 meters away, a woman



At the Hindon Airport in Ghaziabad. Praveen Khanna



officer stood at the baggage scan counters, and on the left were four boarding stations, nearly empty.

On both sides of the security hold area, there are two frisking points each for men and women, with no queue at the female gate points.

On clearing the security

checkpoints, carrot and salmon colour seats greet passengers. The lone food outlet, 'Eat and Fly' offers coffee, tea and sandwiches.

59-year-old Akhilesh Gupta, a resident of Uttarakhand and his 57-year-old wife, Kamlesh Gupta sat at gate number 1. "The washrooms are nearby. I feel more confident as I will not get lost. It is a compact area. The staff are polite and the space more quiet," Kamlesh said.

The couple were at the airport for the second time and were headed to Mumbai to meet their son.

"The tickets were cheaper,"

said Akhilesh. "We planned to head back to Uttarakhand after visiting Vrindavan but when we checked the price from Hindon to Mumbai, we changed our plan and are now going to meet our son," he said.

Among those taking flights were also TV actors, filmmakers,

businessmen and influencers. Crime Patrol fame actor Sanjeev Tyagi was among those at the airport. "It is my first time here. I am flying to Mumbai," Tyagi said.

Tyagi, who was in Noida to visit his family, did not know that Ghaziabad had an airport. "I was surprised but it was a good one, saves my time," he said.

Prerna Sharma, 47, a yoga teacher in Mumbai said that the airport was compact. "I am not used to such compact airport premises... The airport can be a good choice for those travelling to and from Vrindavan and Mathura... I am waiting for the Noida Airport's opening. There is a lot of buzz around it," she said.

Some heading out of the airport awaited a confirmation notification on their phone from the cab services. "I am already running late. I have a train to catch from Nizamuddin Railway Station. I am trying to book a cab but the price is high, I will have to walk it seems," said one.

Talking to *The Indian Express*, the Director of the Hindon Airport, Dr Mahesh Chilaka said that the aim is to compete with Delhi and upcoming Noida International Airport when it comes to seamless connectivity. "In the span of the last six years we have gone from 150 to 300 passengers per hour. We are now operating beyond our capacity of tackling 550 passengers in the peak hour."

"We have inaugurated the Buzzway app so that the passengers can book a cab to their destination quickly. We have also floated tenders to have a food court, apparel store and snack bar and more car rental options, but there are two major bottlenecks for now," he said.

"We have only two parking bays and limited space inside the airport terminal but we are in talks with all the stakeholders and

have optimised the entire building. We have also made the experience of boarding a flight easier and quicker," he said.

The Director also said that they are in the process of acquiring about 5.8 acres of land. "Once we get the land, we will expand the existing terminal building and solve parking issues," he added.

Cab drivers, who can ensure the success of an airport in the absence of a robust public transportation system, are hoping to have a prepaid taxi system in place.

"If we depend on Ola and Uber we will not be able to feed our children, and if we are able to feed them, we won't be able to do that," said Rajeev Thakur, 47, a Ertiga owner, who had parked his car nearly 300 metres away from the exit gate.

Thakur said that there are 10 to 150 cabs that come to pick up passengers every day and the competition is intense.

Another cab driver, Vino Panchal, 38, says one issue is that despite the number of flights growing, the passenger count is low because many are connecting. "We cannot go to Delhi as there is huge competition and the fare is too low. We came here hoping it would increase earnings but there are many connecting flights and passenger numbers are too low," he said.

Shiva, the only e-rickshaw driver around, has found a solution for himself.

He charged Rs 50 per passenger to drop them to one of the nearest metro stations — Raj Bagh on the Red Line of the Delhi Metro which is 5.5 kilometres away.

"I am playing a little smart drop them at Raj Bagh Metro Station. If I get five people, I drop them for Rs 30 each, otherwise charge Rs 50 per passenger," he chuckled.

IN A NUTSHELL

36 TOTAL NUMBER OF FLIGHTS

18 Total no. of flights arriving

18 Total no. of flights departing

1st arrival 6:55 am

1st departure 7:50 am

Last arrival 4:05 pm

Last Departure 5:05 pm

NEAREST METRO STATION

- Major Mohit Sharma Rajendra Nagar Metro Station (4.4km)
- Raj Bagh Metro Station (5.5km)
- Shaheed Nagar Metro Station-6.5km

NEAREST BUS STOP

- Mohan Nagar Bus stop
- Major Mohit Sharma Bus stop





Corporate Communications Directorate

THE MORNING STANDARD

DELHI

13 OCTOBER 2025

Should you invest in realty near new airports?

Property prices around airports have risen sharply in 3-5 years as against average rise in key metro markets

ARSHAD KHAN @ New Delhi

THE announcement of two mega airports near India's national and financial capitals has triggered a gold rush among property developers and investors.

With the Navi Mumbai International Airport (NMIA) inaugurated on October 8 and the Noida International Airport (NIA) in Jewar, Uttar Pradesh, set to begin operations soon, real estate stakeholders are highly optimistic about the future prospects of these areas and with good reason.

Property prices in both regions have soared, as builders and landowners scramble to acquire as much land as possible. Investors are joining the frenzy, attracted by potential for superior returns since properties near airports typically appreciate faster due to

improved connectivity and accelerated infrastructure development supporting the airport ecosystem. Industry estimates indicate over 1.2 lakh apartments have been built around the two airports' localities between 2022 and now.

"The two airports have given high returns to its real estate investors since their commencement till date and continue to show high potential in future," said Anuj Puri, Chairman - ANAROCK Group. Puri said property prices near airports often rise faster than other areas due to improved connectivity, infrastructure upgrades, job growth and increased economic activity following airport development.

Industry experts say property prices, albeit on a low base, around airports have risen sharply in last 3-5 years when compared to average rise



in realty prices in key metro markets. As per Puri, the difference between the two is that Navi Mumbai airport already has better-established infrastructure in and around it with demand already visible. "Hence, an investor with short to medium term investment horizon and with less risk can opt to buy in and around it. While the area around Jewar

airport is still developing and we have seen more speculative increase in property values in the past few years. Hence, investors with a long-term horizon and relatively high risk appetite can opt to invest here," added Puri.

As per Anarock Research, prominent areas impacted by the Navi Mumbai airport (like Panvel, Ulwe, Taloja, Kharghar) have seen land values going up anywhere between 50% and 60% in last 3 years. In contrast, land values in areas around Jewar International airport have risen anywhere between 60% to 70% in the same period.

Deepak Khandelwal, Principal Partner & chief sales officer at Square Yards said localities like New Panvel, Old Panvel, Kharghar, Ulwe, and Taloja are witnessing a surge

in development, with a growing supply of premium residential projects, gated communities, and large integrated townships. He added that the market response has been strong, with apartment prices in Panvel region rising by 74% between FY 2021 and FY 2025, as against 45% growth across rest of Navi Mumbai.

Around NIA, Yamuna Expressway has transformed from a peripheral stretch into National Capital Region's (NCR's) most dynamic property corridor. As per data from realty consultant InvestoXpert, in Yamuna Expressway region, apartment prices rose 158% between 2020 and 2025—from ₹3,950 to ₹10,300 per sq ft, while plot values skyrocketed 536%, from ₹1,650 to ₹10,500 per sq ft during the same period.





Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

11 OCTOBER 2025

**विमान आने-जाने
में परेशानी, लेजर
लाइट पर प्रतिबंध**

जयपुर @ पत्रिका. जयपुर कमिश्नरेट में होटल, कार्यक्रम स्थलों और शादी समारोह में बढ़ते लेजर लाइट के उपयोग से विमानों के आवागमन में बाधा पहुंच रही है। इसे देखते हुए एडिशनल पुलिस कमिश्नर डॉ. रामेश्वर सिंह ने लेजर लाइट का उपयोग नहीं करने का आदेश जारी

किया है। यह आदेश 11 अक्टूबर से 9 दिसम्बर 2025 तक लागू रहेगा। सिंह ने बताया, लेजर लाइट से विमानों के आवागमन में बाधा उत्पन्न होती है और विमान के दुर्घटनाग्रस्त होने व जनहानि होने की संभावना रहती है। लेजर लाइट के उपयोग पर दण्डात्मक कार्रवाई होगी।



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

12 OCTOBER 2025

IndiGo to start daily Delhi–Guangzhou flights

NEW DELHI, Oct 11: Low-cost airline IndiGo on Saturday announced new daily direct flights between New Delhi and China's Guangzhou from November 10.

The airline said the route will be operated using IndiGo's Airbus A320 aircraft.

IndiGo has been among the first airlines to reinstate flights between India and China. It recently announced daily flights between Kolkata and Guangzhou starting October 26.

According to the airline, the flight from Delhi is scheduled to depart at 9:45 pm and arrive in Guangzhou at 4:40 am. The return flight from Guangzhou is scheduled to depart at 5:50 am and arrive in Delhi at 10:10 am.

Tickets for the route are now available on the IndiGo website.

"We are pleased to enhance our connectivity to China with daily direct flights between Delhi and Guangzhou, in addition to the recently resumed route from Kolkata. The resumption of operations between two of the world's most populous nations presents im-

FLIGHT LAUNCH

- **IndiGo starts daily Delhi–Guangzhou flights on Nov 10.**
- **Flights use Airbus A320 aircraft.**
- **Delhi flight: 9:45 pm to 4:40 am.**
- **Guangzhou flight: 5:50 am to 10:10 am.**
- **Tickets available on IndiGo site.**
- **Delhi–Hanoi flights begin Dec 20, 2025.**

mense potential for cultural exchange and economic collaboration," said Vinay Malhotra, Head of Global Sales at IndiGo.

With this launch, IndiGo connects China to its vast domestic and growing international network, via Guangzhou.

"We are confident that this will contribute towards acceleration of opportunities in trade, investment, tourism, and even education, between the two countries, while rein-

forcing our commitment to connect India to the world," Malhotra mentioned.

The announcement came after the Ministry of External Affairs confirmed that India and China would restart direct flights between designated cities this month. There have been no direct passenger flights between the two countries since 2020, even though China remains India's biggest bilateral trade partner.

Aviation and trade experts believe the resumption of flights will help businesses on both sides by improving connectivity and will also support cultural and tourism exchanges, signalling a cautious easing of tensions between New Delhi and Beijing.

Earlier in the day, IndiGo also announced the launch of daily, direct service between Delhi and Hanoi, commencing from December 20, 2025. IndiGo will operate its Airbus A320 aircraft on this new route which will offer seamless connectivity from India's capital to one of Southeast Asia's most vibrant cultural and commercial hubs. – IANS

एअर इंडिया के विमानों में आपात बिजली प्रणाली की होगी फिर जांच डीजीसीए ने अमेरिकी कंपनी से भी मांगी विस्तृत रिपोर्ट

मुंबई। नागर उड़डयन महानिदेशालय (डीजीसीए) ने एअर इंडिया को आदेश दिया कि जिन विमानों में हाल ही में पावर कंडीशनिंग मॉड्यूल बदला गया है, उनमें आपात बिजली देने वाली रैम एयर टर्बाइन (रैट) की दोबारा जांच की जाए। साथ ही, अमेरिकी कंपनी बोइंग से भी पूछा है, ऐसी समस्याओं रोकने के लिए वह क्या कदम उठा रही है, इसकी रिपोर्ट दी जाए।

डीजीसीए ने हाल में एअर इंडिया के दो बोइंग-787 विमानों में तकनीकी खामियों के बाद यह कदम उठाया है। चार अक्टूबर को अमृतसर से बर्मिंघम जा रहे विमान में लैंडिंग से ठीक पहले रैट स्वतः सक्रिय हो गया था। नौ अक्टूबर को वियना से दिल्ली आ रहा विमान ऑटोपायलट सिस्टम फेल होने पर दुबई की ओर मोड़ना पड़ा था। रैट ऐसी स्थिति में स्वतः सक्रिय होता है, जब दोनों इंजन या बिजली प्रणाली फेल हो जाए। यह हवा के दबाव से आपातकालीन बिजली पैदा करता है। डीजीसीए ने कहा, बोइंग से दुनियाभर में हुई ऐसी घटनाओं का विवरण



इंडिगो पर 40 लाख का जुर्माना

डीजीसीए ने सिमुलेटर उल्लंघन मामले में इंडिगो एयरलाइंस पर 40 लाख रुपये का जुर्माना लगाया है। जांच में पाया गया कि एयरलाइन ने अपने 1,700 पायलटों को कालीकट, लेह व काठमांडो जैसे कठिन हवाई अड्डों के लिए ऐसे सिमुलेटर पर प्रशिक्षण दिया, जो मान्यता प्राप्त नहीं थे। डीजीसीए ने प्रशिक्षण और फ्लाइट संचालन निदेशकों पर 20-20 लाख रुपये का जुर्माना लगाया। उसने कहा, इंडिगो के अधिकारी नागरिक उड़डयन मानकों के अनुपालन में विफल रहे।

भी मांगा गया है। डीजीसीए ने एअर इंडिया को डी चेक रखरखाव प्रक्रिया की समीक्षा करने के निर्देश भी दिए हैं। एजेंसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 OCTOBER 2025

Air India working on product enhancements, says executive

Aneesh Phadnis
Mumbai

Air India is working on product enhancements as it looks to stabilise operations and gain market share.

The Tata Group-airline suffered a setback in June when a London-bound Boeing 787 aircraft crashed after take off in Ahmedabad.

The closure of Pakistan airspace has been a bigger challenge resulting in longer routes, higher fuel burn and payload restrictions on its North America flights.

The airline is looking to improve its performance and product to take on competition. "Our on time performance has recovered while net performance score is at an all-time high. We continue to



work on product enhancements," a senior Air India executive said.

"More than 80 per cent of our narrow-body fleet now features new product, while two of our legacy Boeing 787 aircraft are undergoing full interior retrofit. These will be in service in early 2026," he said.

According to aviation analytics firm Curium, Air India is scheduled to operate

around 688 flights daily in October-December quarter which is 1.4 per cent lower than April-June quarter.

Subsidiary no-frills airline Air India Express (AI Express) will be operating 495 flights daily in the same period which is 3.3 per cent lower than June-end quarter.

PULLED OUT

While Air India has scaled down its operations and pulled out of routes like Washington DC and Nairobi, AI Express is operating fewer flights due to return of older planes to lessors and ongoing retrofit of Boeing 737 Max aircraft. Air India is also discussing its network development plans with the Adani Group ahead of the commercial launch of Navi Mumbai airport.



Corporate Communications Directorate

BUSINESS LINE

DELHI

13 OCTOBER 2025

DGCA asks Air India to reinspect power system

Rohit Vaid
New Delhi

India's aviation safety regulator has asked Tata Group-led Air India to reinspect the emergency power source system RAT (ram air turbine) for stowage in all aircraft whose power conditioning module (PCM) was replaced in the recent past.

SYSTEM FAILURES

On a technical basis, an RAT is an emergency power source that gets deployed automatically during critical system failures.

It is designed to provide essential hydraulic and electrical power when an aircraft experiences a major loss of onboard power.

Accordingly, the Directorate General of Civil Aviation advisory read: "Air India has been advised to review the work package of 'D' Check for the actions required in view of change of PCM module, for any discrepancy."

The advisory comes after an incident on October 4, 2025, when Flight AI-117 from Amritsar to Birmingham reported the deployment of the aircraft's RAT during its final approach.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

13 OCTOBER 2025

DGCA asks Air India to reinspect RAT on Boeing aircraft

Aviation safety regulator DGCA has directed Air India to reinspect the RAT (emergency power source) for stowage on all aircraft whose power conditioning module was replaced by the Tata Group-owned airline in recent times. At the same time, the aviation safety regulator has sought a "comprehensive report" from the US aircraft maker Boeing on the preventive measures to be implemented with respect to the un-commanded Ram Air Turbine (RAT) deployment incident. The development comes in the wake of two back-to-back incidents involving Air India 787 aircraft recently.

PTI

सिटी एंकर

250 यात्री होते रहे परेशान, एक माह में 85 फ्लाइट 125 घंटे से अधिक लेट 'हवाई' नहीं, 'वेटिंग' अड़्डा... 10 दिन में दुबई फ्लाइट 60 घंटे से अधिक लेट रही, पुणे फ्लाइट दूसरे दिन भी 8 घंटे लेट

एविएशन रिपोर्टर | जयपुर

जयपुर इंटरनेशनल एयरपोर्ट इन दिनों हवाई नहीं बल्कि वेटिंग अड़्डा बना हुआ है। पिछले एक माह में करीब 85 फ्लाइट 125 घंटे से अधिक लेट रही हैं। इसका मुख्य तकनीकी समस्या बताया जा रहा। इससे 15 हजार से ज्यादा यात्रियों को परेशानी का सामना करना पड़ा। शुक्रवार सुबह भी फ्लाइट ऑपरेशन गड़बड़ा गया और स्पाइसजेट की पुणे, दुबई और एयर एतिहाद की आबूधाबी फ्लाइट निर्धारित समय पर उड़ान नहीं भर



सकती। इससे करीब 250 से अधिक यात्री टर्मिनल 1 व 2 पर घंटों इंतजार करते रहे।

स्पाइसजेट एयरलाइंस की जयपुर से सुबह 5:05 बजे पुणे उड़ान भरने वाली एसजी-1077 फ्लाइट 8 घंटे बाद रवाना हुई। यात्री अलसुबह 3 बजे से एयरपोर्ट पहुंचन गए थे। एयरलाइंस ने फ्लाइट को संचालन कारणों की वजह से पहले सुबह 9:10 बजे, फिर दोपहर 1 बजे के लिए रिशेड्यूल किया। करीब 55 यात्रियों ने विरोध भी जताया।

दुबई-आबूधाबी फ्लाइट 10 दिन में 45 घंटे से अधिक लेट रही

जयपुर से दुबई और आबूधाबी फ्लाइट भी घंटों लेट रही। स्पाइसजेट की दुबई फ्लाइट शुक्रवार को भी देरी से संचालित हुई। स्पाइसजेट की दुबई जाने वाली फ्लाइट एसजी-57 जयपुर से सुबह 9:30 बजे दुबई जाती है। शुक्रवार को फ्लाइट करीब डेढ़ घंटे लेट 11:10 बजे रवाना हुई। गुरुवार को यह फ्लाइट करीब 7 घंटे देरी से गई थी। दरअसल, स्पाइसजेट की दुबई फ्लाइट 28 सितंबर से लगातार अनियमित चल रही है। 10 दिन में यह

फ्लाइट करीब 45 घंटे तक लेट संचालित हुई है। इसी प्रकार आबूधाबी-जयपुर-आबूधाबी एतिहाद एयरवेज की फ्लाइट ईवाई- 329/28 भी घंटों लेट रवाना हुई। दरअसल फ्लाइट को जयपुर से अल सुबह 4 बजे रवाना होना था। लेकिन इनकर्मिंग फ्लाइट के देर से पहुंचने के कारण यह डेढ़ घंटे लेट 5:30 बजे रवाना हो सकी। जबकि आबूधाबी से जयपुर आने वाली फ्लाइट ईवाई-328 देर रात 2:10 की बजाय अल सुबह 3:50 बजे पहुंची।



Corporate Communications Directorate

DESHBANDHU

DELHI

13 OCTOBER 2025

एअर इंडिया, एयरबस ने गुरुग्राम में शुरू की पायलट प्रशिक्षण सुविधा

नई दिल्ली, 12 अक्टूबर (एजेंसियां)। एयर इंडिया और यूरोपीय विमान विनिर्माता एयरबस ने गुरुग्राम स्थित एयर इंडिया उड्डयन प्रशिक्षण अकादमी में एक अत्याधुनिक पायलट प्रशिक्षण केंद्र शुरू किया है।

यह केंद्र दोनों कंपनियों की बराबर-बराबर की हिस्सेदारी वाला साझा उद्यम है। एअर इंडिया की विज्ञप्ति के अनुसार इस केंद्र में एक दशक में 5,000 से ज्यादा पायलटों को प्रशिक्षित करने का लक्ष्य है। इससे भारत के तेजी से बढ़ते विमानन क्षेत्र को कुशल पायलटों की उपलब्धता बढ़ाने में सहायता मिलेगी। विज्ञप्ति के अनुसार 12,000 वर्ग मीटर में फैले इस केंद्र में एयरबस ए320 और ए350 जैसे विमानों के लिए 10 सिम्युलेटर



होंगे जो प्रशिक्षु पायलटों के लिए पूर्ण उड़ान का वास्तविक अनुभव और वातावरण उत्पन्न करने में समर्थ होंगे। इनके पाठ्यक्रम नागरिक उड्डयन महानिदेशालय (डीजीसीए) और यूरोपीय संघ विमानन सुरक्षा एजेंसी (ईएएसए) से भी मान्य होंगे। इस समय यहां ए320 की उड़ान का प्रशिक्षण देने वाले दो सिम्युलेटर चालू हैं और धीरे धीरे इनकी संख्या बढ़ायी जाएगी। एयर इंडिया की गुरुग्राम अकादमी ने अगले कुछ वर्षों में केबिन कर्मी, इंजीनियरों और ग्राउंड स्टाफ सहित 50,000 विमानन पेशेवरों को प्रशिक्षित करने का बड़ा लक्ष्य रखा है।



Corporate Communications Directorate

DESHBANDHU

DELHI

13 OCTOBER 2025

दिल्ली से हनोई के लिए उड़ान शुरू करेगी इंडिगो

नई दिल्ली। विमान सेवा कंपनी इंडिगो ने शनिवार को दिल्ली से हनोई के लिए नयी उड़ान शुरू करने की घोषणा की। एयरलाइंस ने एक प्रेस विज्ञप्ति में बताया कि दिल्ली से वियतनाम की राजधानी हनोई के लिए वह 20 दिसंबर से दैनिक उड़ान शुरू करेगी। इस मार्ग पर वह एयरबस के ए320 विमान का परिचालन करेगी। फिलहाल वियतनाम के लिए कोलकाता से इंडिगो हर सप्ताह 14 उड़ानों का परिचालन कर रही है। ये उड़ानें राजधानी हनोई और हो ची मिन्ह के लिए हैं।

इंडिगो पर लगाया 40 लाख का जुर्माना

पायलट प्रशिक्षण में अयोग्य सिमुलेटर के इस्तेमाल पर एअरलाइंस पर की गई कार्रवाई

डीजीसीए ने प्रशिक्षण निदेशक और उड़ान संचालन निदेशक पर 20-20 लाख का लगाया जुर्माना

नई दिल्ली, एएनआइ : नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने पायलट प्रशिक्षण में कथित खामियों के चलते इंडिगो एअरलाइंस पर कुल 40 लाख रुपये का जुर्माना लगाया है। यह जुर्माना इस बात पर लगाया गया है कि विमान कंपनी ने कालीकट, लेह और काठमांडू सहित महत्वपूर्ण हवाई अड्डों पर संचालन के लिए 'अयोग्य फ्लाइट सिमुलेटर' पर पायलट प्रशिक्षण आयोजित किया था। आधिकारिक आदेशों के अनुसार, डीजीसीए की नागरिक उड़्डयन आवश्यकताओं (सीएआर) और विमान नियम, 1937 के नियम 133ए के तहत निर्देशों का पालन न करने पर इंडिगो के प्रशिक्षण निदेशक और उड़ान संचालन निदेशक (डीएफओ) पर 20-20 लाख रुपये के दो अलग-अलग जुर्माने लगाए गए हैं।

इंडिगो के प्रशिक्षण रिकार्ड और 24 जुलाई से 31 जुलाई 2025 तक के ईमेल प्रतिक्रियाओं पर आधारित डीजीसीए की जांच से पता चला है कि कैप्टन और फर्स्ट ऑफिसर्स सहित लगभग 1,700



प्रतीकालम्क

फ्लाइट सिमुलेटर : पायलटों को प्रशिक्षित करने के लिए

फ्लाइट सिमुलेटर एक ऐसा उपकरण या साफ्टवेयर है जिसका उपयोग पायलटों को प्रशिक्षित करने, विमानों को डिजाइन करने और शोध करने जैसे उद्देश्यों के लिए किया जाता है। यह पायलटों को वास्तविक विमान उड़ाने से पहले बुनियादी चेक, नियंत्रण और आपातकालीन प्रक्रियाओं का अभ्यास

करने में मदद करते हैं। यह चुनौतीपूर्ण परिस्थितियों (जैसे खराब मौसम, इजन की खराबी) का अनुभव करने का अवसर प्रदान करता है, और टैबिकल शिफ्ट, पैराड्रॉपिंग, पैराटूपिंग एवं आपदा राहत जैसे मिशनों को सफल बनाने में सक्षम बनाता है।

एअर इंडिया को विमानों में आरएटी का दोबारा निरीक्षण करने को कहा

मुंबई, प्रेट : डीजीसीए ने एअर इंडिया को उन सभी विमानों में आरएटी (आपातकालीन ऊर्जा स्रोत) का दोबारा निरीक्षण करने का निर्देश दिया है जिनके पावर कंडीशनिंग माइयूल को टाटा समूह के स्वामित्व वाली इस एअरलाइन ने हाल ही में बदला है। साथ ही, डीजीसीए ने अमेरिकी विमान निर्माता कंपनी बोइंग से

बिना कमांड वाले रैम एअर टर्बाइन की तेनाती की घटना के संबंध में लागू किए जाने वाले निवारक उपायों पर एक व्यापक रिपोर्ट मांगी है। यह घटनाक्रम हाल ही में एअर इंडिया 787 विमानों से जुड़ी दो लगातार घटनाओं के बाद सामने आया है। पायलटों के समूह फेडरेशन आफ इंडियन पायलट्स (एफआईपी) ने

बिजली व्यवस्था और रखरखाव संबंधी समस्याओं का हवाला देते हुए विमानों की सुरक्षा को लेकर चिंता व्यक्त की है। उन्होंने नागरिक उड़्डयन मंत्री को एक पत्र लिखकर सरकार से एअर इंडिया के पूरे बी787 विमान बेड़े को उड़ान भरने से रोकने और एअरलाइन का विशेष आडिट करने का आग्रह किया है।

पायलटों के लिए सिमुलेटर प्रशिक्षण, पूर्ण उड़ान सिमुलेटर (एफएफएस) का उपयोग करके आयोजित किया गया था जो 'सी' श्रेणी वाले हवाई अड्डों के लिए अनुमोदित या योग्य (क्वालिफाइड) नहीं थे। कालीकट, लेह और काठमांडू जैसे इन हवाई अड्डों की उनके भूभाग, मौसम और पहुंच संबंधी चुनौतियों के कारण 'सी' श्रेणी के रूप में नामित किया गया है, जहां ऐसे कार्यों के लिए विशेष

रूप से प्रमाणित उपकरणों पर विशेष सिमुलेटर प्रशिक्षण की आवश्यकता होती है। डीजीसीए के आदेश में चेन्नई, दिल्ली, बंगलुरु, ग्रेटर नोएडा, गुरुग्राम और हैदराबाद में प्रशिक्षण सुविधाओं में स्थित 20 सिमुलेटर सूचीबद्ध हैं।

ये उपकरण सीएसटीपीएल, एफएसटीसी, एसएटी और एअरबस जैसे प्रशिक्षण संगठनों के हैं और संबंधित प्रशिक्षण सत्रों में इस्तेमाल किए जाने के

बावजूद ये कालीकट और लेह के लिए उपयुक्त नहीं पाए गए। इन निष्कर्षों के बाद डीजीसीए ने 11 अगस्त, 2025 को इंडिगो के प्रशिक्षण निदेशक को कारण बताओ नोटिस जारी कर उल्लंघनों के लिए स्पष्टीकरण मांगा था। 22 अगस्त, 2025 को प्रस्तुत इंडिगो का जवाब असंतोषजनक पाया गया, जिसके कारण नियामक ने जुर्माना लगाया।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

13 OCTOBER 2025

DGCA Directs Air India to Reinspect RAT on all Planes

PTI

Mumbai: Aviation safety regulator DGCA has directed Air India to reinspect the RAT (emergency power source) for stowage on all aircraft whose power conditioning module was replaced by the Tata Group-owned airline in recent times.

At the same time, the aviation safety regulator has sought a "comprehensive report" from the US aircraft maker Boeing on the preventive measures to be implemented with respect to the un-commanded Ram Air Turbine (RAT) deployment incident.

The development comes in the wake of two back-to-back incidents involving Air India 787 aircraft recently, and the pilots' grouping Federation of Indian Pilots (FIP), writing a letter to the Civil Aviation Minister, urging the government to ground Air India's entire B787 aircraft fleet, besides a special audit of the airline. On October 4, RAT got deployed on Air India Boeing 787 aircraft, operating its Amritsar-Birmingham flight AI-117, just before

the landing, while on October 9, AI-154 from Vienna to Delhi, operated by a Boeing 787 aircraft bearing registration VT-ANO, was diverted to Dubai, due to the "sudden failure of autopilot system, triggering a series of technical malfunctions".



Development comes in the wake of two back-to-back incidents involving Air India 787 aircraft recently

RAT deploys automatically in the eventuality of a dual engine failure or total electric or hydraulic failure. It uses wind speed to generate emergency power. "Air India has been advised to reinspect the RAT for stowage for all the aircraft, whose PCM module was replaced in the recent past," a senior DGCA official has said, adding that further investigation is in progress.

PCM is a crucial electrical component that converts, regulates and distributes electric power from the aircraft's power generation system to various onboard systems and equipment.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

13 OCTOBER 2025

DGCA asks AI to reinspect RAT

AVIATION SAFETY REGULATOR DGCA has directed Air India to reinspect the RAT (emergency power source) for stowage on all aircraft whose power conditioning module was replaced by the Tata Group-owned airline in recent times.

At the same time, the aviation safety regulator has sought a "comprehensive report" from the US aircraft maker Boeing on the preventive measures to be implemented with respect to the un-commanded Ram Air Turbine (RAT) deployment incident. The development comes in the wake of two back-to-back incidents involving Air India 787 aircraft recently, and the pilots' grouping Federation of Indian Pilots (FIP), writing a letter to the Civil Aviation Minister, urging the government to ground Air India's entire B787 aircraft fleet, besides a special audit of the airline.

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RAT deploys automatically in the eventuality of a dual engine failure or total electric or hydraulic failure

—PTI



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

12 OCTOBER 2025

IndiGo flight takes an emergency dive

HD Bureau
CHENNAI

The pilot of an IndiGo ATR aircraft bound from Madurai to Chennai detected a crack in the front windshield while airborne and secured a priority landing, touching down safely at Chennai at 11:12 pm with no injuries to the 74 passengers and five crew.

Airport and airline sources say the crack appeared in a side section of the cockpit windshield midflight, prompting the pilot to alert Chennai Air Traffic Control and request an expedited approach. Emergency protocols were activated on the ground and the flight, originally scheduled for 11:30 pm arrival, landed 18 minutes ahead of schedule.

After landing, the aircraft was taxied to a remote bay and passengers were transported to the terminal.



Corporate Communications Directorate

HINDUSTAN

DELHI

13 OCTOBER 2025

एयर इंडिया को 'रैट' की दोबारा जांच के निर्देश

मुंबई, एजेंसी। विमानन सुरक्षा नियामक डीजीसीए ने एयर इंडिया से उसके विमानों की दोबारा जांच करने को कहा है। डीजीसीए ने एयर इंडिया से उन सभी विमानों में आरएटी (रैम एयर टरबाइन) की दोबारा जांच करने के लिए कहा है, जिनके पावर कंडीशनिंग मॉड्यूल (पीसीएम) हाल में बदले गए हैं।

डीजीसीए ने इसके साथ ही बोइंग कंपनी से एक विस्तृत रिपोर्ट भी मांगी है। रिपोर्ट में बिना कमांड के आरएटी (रैट) सक्रिय होने की घटनाओं से बचाव के उपाय बताने के लिए कहा गया है। हाल ही में एयर इंडिया के दो बोइंग-787 विमानों में आरएटी अपने आप सक्रिय हो गया था। आमतौर पर विमान के दोनों इंजन, इलेक्ट्रॉनिक या हाइड्रोलिक सिस्टम फेल होने पर ही आरएटी सक्रिय होता है।

पायलटों के समूह ने की मांग : पायलटों के समूह फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने नागर विमानन मंत्री को पत्र लिखकर सरकार से एयर इंडिया के पूरे बी787 विमान बेड़े को उड़ान भरने से रोकने

- हाल ही में बदले गए पीसीएम की जांच होगी
- डीजीसीए ने बोइंग से भी विस्तृत रिपोर्ट मांगी

और एयरलाइन का विशेष ऑडिट करने का आग्रह किया है। इसके बाद ही नागर विमानन महानिदेशालय (डीजीसीए) ने यह कदम उठाया है।

सेवा संबंधी कठिनाई पर रिपोर्ट मांगी : डीजीसीए के एक वरिष्ठ अधिकारी ने बताया कि बोइंग को पीसीएम मॉड्यूल में बदलाव के बाद दुनिया भर के विमान संचालकों से प्राप्त सेवा संबंधी किसी भी कठिनाई की रिपोर्ट उपलब्ध कराने के लिए भी कहा गया है।

पीसीएम उपकरणों तक भेजता है बिजली : पावर कंडीशनिंग मॉड्यूल विमान का एक बहुत ही महत्वपूर्ण विद्युत घटक है। यह विमान की बिजली उत्पादन प्रणाली से अलग-अलग ऑनबोर्ड उपकरणों तक बिजली नियंत्रित कर भेजता है। इसकी विभिन्न एयरलाइन की तरफ से जांच कराई जाती है।



Corporate Communications Directorate

HINDUSTAN

DELHI

13 OCTOBER 2025

इंडिगो पर ₹40 लाख का जुर्माना

नई दिल्ली, एजेंसी। विमानन सुरक्षा नियामक डीजीसीए ने इंडिगो एयरलाइंस पर 40 लाख रुपये का जुर्माना लगाया है।

डीजीसीए ने पाया कि एयरलाइन ने कोशिकोड, लेह और काठमांडू जैसे महत्वपूर्ण हवाई अड्डों पर संचालन के लिए पायलट प्रशिक्षण नैर-योग्य फ्लाइट सिमुलेटर पर कराया। जांच में यह सामने आया कि लगभग 1,700 पायलटों का प्रशिक्षण फुल फ्लाइट सिमुलेटर पर किया गया, जो कठिन हवाई अड्डों के लिए मान्य नहीं थे।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

13 OCTOBER 2025

DGCA asks Air India to inspect RAT on B787 fleet

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: Aviation safety regulator Directorate General of Civil Aviation (DGCA) has directed Air India to reinspect the Ram Air Turbine (RAT) stowage on all aircraft where the PCM module has been replaced recently. The move follows two recent technical incidents involving the airline's Boeing 787 aircraft.

"Air India has been advised to reinspect the RAT for stowage for all the aircraft whose PCM module was replaced in the recent past," a senior DGCA official said. The PCM (power conditioning module) is an essential part of a Boeing 787 aircraft's

electrical power system.

The official added that further investigation in the Amritsar-Birmingham flight, where the RAT automatically got deployed, is in progress.

The DGCA has also sought a "comprehensive report" from Boeing on the preventive measures to be implemented in connection with the un-commanded RAT deployment incident.

The directive comes after two consecutive incidents involving Air India's Dreamliner fleet and a letter from the Federation of Indian Pilots (FIP) to civil aviation minister Ram Mohan Naidu, asking the government to ground the airline's entire Boeing 787 fleet and conduct a special safety audit.



Further probe in AI flight to Birmingham, where the RAT got deployed, is in progress. AP

According to officials, on October 4, the RAT deployed on Air India's Amritsar-Birmingham flight (AI-117) just before landing. A few days later, on October 9, flight AI-154 from Vienna to Delhi, also a Boeing 787 was diverted to Dubai due to a "technical issue".

Later, FIP in its letter to the minister stated that as per its information, the Boeing 787 aircraft was diverted due to a "sudden failure of autopilot system, triggering a series of technical malfunctions".

Air India had denied "any assertion that there was an electrical failure" in the Boeing 787 aircraft that was diverted to Dubai October 9.

The RAT is an emergency power source that deploys automatically in the event of a dual engine failure or total electrical or hydraulic loss.

The DGCA has also directed the airline to "review the work package of 'D' Check for the actions required in view of change of PCM module, for any

discrepancy".

"During landing at 400ft RAT unlock message came and it got deployed. The pilot did not report any related abnormality and the aircraft landed safely," the DGCA official said.

Following this, Boeing's recommended maintenance actions were carried out, "and no discrepancy was observed", the official added. The aircraft was subsequently released for service and returned to Delhi on October 5, he said.

"Boeing has been requested to provide a comprehensive report outlining the preventive measures to be implemented in respect of the un-commanded RAT deployment incident," another DGCA official said.

LOOK UP IN THE SKY: EUROPEAN AIRPORTS' DRONE PROBLEM



An American unmanned aerial vehicle (UAV). *Wikimedia Commons*

DRONES HAVE increasingly disrupted airspace across Europe in recent weeks, raising alarm over the repeated incursions of uncrewed aerial vehicles and prompting airport shutdowns. Fingers have been pointed at Russia over its war in Ukraine, though Moscow has denied involvement and investigators are still gathering evidence. Whoever is behind the incidents, governments and regulators are under pressure to find solutions.

The surge

At least 18 suspect drones have been spotted in Denmark, Sweden, Norway and Germany by monitoring service Enigma since September 16, many near airports. Drone incursions have impacted airports like Gatwick and Heathrow in Britain for over five years, but there has been a significant upsurge in incidents this year.

"The data indicates persistent activity over several weeks, and potentially coordinated incursions on specific days," an Enigma spokesperson said. Drone sightings at airports have proven especially disruptive, with shutdowns rippling across the entire aviation network and delaying flights.

Ourania Georgoutsakou, Managing Director for Airlines for Europe (A4E), said the proliferating incidents should "speed up" implementation of protocols to minimise disruption in an "overstretched and fragmented European airspace". Protocols include monitoring, frequency checking and jamming.

The chaos could be a sign of hybrid warfare tactics, chief executive of security advisory firm Dyami Eric Schouten said. Recent drone incidents and other airspace violations show Europe is facing hybrid warfare to which it must respond

with measures that go beyond traditional defence, EU Commission President Ursula von der Leyen said last week.

The defences

Various technologies have become available in the market, including microwaves, jammers, lasers and even missiles. Capabilities range from drone detection, jamming of frequencies used by drones, and shoot-downs. The challenge? Most of these tools, particularly ones that can actively destroy drones, are often too potentially dangerous for a built-up civilian setting.

In 2021, the European Aviation Safety Agency issued guidance on managing drone disruptions. Airports have purchased their own counter-drone tools from companies like Dedrone, Thales and DJI Aeroscope, but the vast majority of these devices only provide detection tech. Germany's government has proposed a law to allow its police to shoot down drones if needed after drone sightings disrupted Munich airport earlier this month. But introducing lasers and missiles to take down drones in civilian airspace poses its own safety challenges, including the risk of damage to civilian aircraft and wider infrastructure.

Any major action will require clearer policy from the government, experts say, leaving airports to mostly stick to detection tools for now. They also expect incursions to become more frequent across Europe, with seaports, nuclear installations and even prisons being prime targets for drone interference. Although the disruptions have highlighted vulnerabilities, they would also bring more clarity and action from authorities and force more coordination of counter-measures across sectors.

REUTERS





Corporate Communications Directorate

JANSATTA

DELHI

13 OCTOBER 2025

‘बदली गई आरएटी प्रणाली की दोबारा जांच करे एअर इंडिया’

जनसत्ता ब्यूरो
नई दिल्ली 12 अक्टूबर।

विमानन सुरक्षा नियामक डीजीसीए ने एयर इंडिया से कहा है कि उन सभी विमानों में आरएटी (रैम एयर टर्बाइन) की दोबारा जांच की जाए, जिनके पावर कंडीशनिंग माड्यूल (पीसीएम) को टाटा समूह के स्वामित्व वाली इस एअरलाइन ने हाल में बदला है।

विमानन सुरक्षा नियामक ने साथ ही अमेरिकी विमान विनिर्माता बोइंग से बिना कमांड वाले आरएटी की तैनाती के संबंध में लागू किए जाने वाले निवारक उपायों पर एक व्यापक रपट मांगी है। गौरतलब है कि हाल में

नागर विमानन
महानिदेशालय
(डीजीसीए) के
एक अधिकारी ने
दिए निर्देश।

एयर इंडिया 787 विमानों से जुड़ी दो घटनाओं में आरएटी प्रणाली सक्रिय हो गई थी। आमतौर पर विमान के दोनों इंजन, इलेक्ट्रॉनिक तंत्र और हाइड्रोलिक प्रणाली खराब होने पर आरएटी सक्रिय होता है। पायलटों के समूह फेडरेशन आफ इंडियन पायलट्स (एफआइपी) ने नागर विमानन मंत्री को एक पत्र लिखकर सरकार से एयर इंडिया के पूरे बी 787 विमान बेड़े को उड़ान भरने से रोकने और एयरलाइन का

विशेष आडिट करने का आग्रह किया है।

नागर विमानन महानिदेशालय (डीजीसीए) के एक वरिष्ठ अधिकारी ने कहा कि एयर इंडिया को उन सभी विमानों के आरएटी की फिर से जांच करने की सलाह दी गई है।

एअर-इंडिया को बोइंग-787 के RAT की दोबारा जांच के निर्देश DGCA का फैसला, बोइंग से भी रिपोर्ट मांगी, RAT विमान में पावर की अंतिम डिवाइस

नई दिल्ली, लोकसत्या। नागरिक उड्डयन महानिदेशालय (DGCA) ने रविवार को एअर इंडिया को निर्देश दिया है कि जिन बोइंग 787 विमानों में हाल ही में पावर कंडीशनिंग मॉड्यूल (PCM) बदला गया है, उन सभी विमानों के रैम एयर टर्बाइन (RAT) की स्टोवेंज (फिटिंग और कंडीशन) की दोबारा जांच की जाए।

DGCA का ये निर्देश एअर इंडिया के दो बोइंग 787 विमानों में हाल में हुई तकनीकी घटनाओं और फेडरेशन ऑफ इंडियन पायलट्स (FIP) के एअर इंडिया के सभी बोइंग 787 ड्रीमलाइनर विमानों को ग्राउंड करने की मांग की पर आया है।

DGCA ने अमेरिकी विमान



निर्माता बोइंग से भी ऐसी घटनाओं पर रोक लगाने के लिए उपायों की डिटेल् रिपोर्ट मांगी है। इसके अलावा दुनियाभर में बोइंग 787 सीरीज के विमानों में इस तरह के अनकमांडेड RAT डिप्लॉयमेंट की घटनाओं का पूरा डेटा मांगा। साथ ही PCM

मॉड्यूल बदलने के बाद दिखी सर्विस डिफिकल्टी रिपोर्ट की भी जानकारी डिमांड की है।

दरअसल, 4 अक्टूबर को अमृतसर-बर्मिंघम फ्लाइट AI-117 में लैंडिंग से ठीक पहले RAT अपने आप खुल गया था।

पायलट एसोसिएशन का DGCA को लेटर

फेडरेशन ऑफ इंडियन पायलट्स (FIP) ने 10 अक्टूबर को DGCA से एअर इंडिया के सभी बोइंग 787 ड्रीमलाइनर विमानों को ग्राउंड करने की मांग की थी। इसके लिए बोइंग 787 विमानों के इलेक्ट्रिकल सिस्टम की जांच कराने की बात कही थी। साथ ही एअर इंडिया का स्पेशल ऑडिट करने की मांग भी की थी। FIP अध्यक्ष कैप्टन सीएस रंधावा ने सिविल एविएशन ने कहा था FIP 5 हजार पायलटों का प्रतिनिधित्व करता है। बोइंग विमानों के RAT और इलेक्ट्रिकल सिस्टम से जुड़ी घटनाओं के बाद ये मांग की गई है। नए इंजीनियर्स के विमानों के मेंटेनेंस करने के बाद से ज्यादा खराबियां सामने आ रही हैं। मिनिमम इक्विपमेंट लिस्ट (MEL) रिलीज और रिपीटेडिव स्नैग्स की जांच जरूरी है।

● 9 अक्टूबर: AI 154 को दुबई डायवर्ट करना पड़ा था ऑस्ट्रेलिया के वियना से दिल्ली के लिए जा रही एअर इंडिया फ्लाइट AI154 को तकनीकी खराबी के कारण दुबई में लैंड कराया गया। एयरलाइन के मुताबिक, फ्लाइट की जांच के बाद दोबारा टेक ऑफ के लिए विलयर्स दिया गया।

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DELHI

13 OCTOBER 2025



The directive comes after two recent RAT deployment incidents involving AI-117 on 4 October and AI-154 on 9 October. REUTERS

DGCA flags RAT issues, orders Air India fleet review

Nehal M Tripathi
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NEW DELHI

India's Aviation safety regulator Directorate General of Civil Aviation (DGCA) has directed Air India to reinspect Ram Air Turbine (RAT) stowage on all aircraft where the power conditioning module (PCM) was replaced recently. The move follows two recent technical incidents involving the airline's Boeing 787s.

"Air India has been advised to reinspect the RAT for stowage for all aircraft whose PCM module was replaced in recent past," a senior DGCA official said. The PCM is an essential part of a B787 aircraft's electrical power system. The official said that further investigation in the Amritsar-Birmingham flight, where the RAT was automatically deployed, is in progress.

The DGCA has also sought a "comprehensive report" from Boeing on preventive measures that should be implemented in connection with the un-commanded RAT deployment incident.

The directives come after two incidents involving Air India's Dreamliner fleet and a letter from the Federation of Indian Pilots (FIP) to the civil aviation minister Ram Mohan Naidu, asking the government

to ground the airline's entire Boeing 787 fleet and conduct a special safety audit.

According to officials, on 4 October, the RAT deployed on Air India's Amritsar-Birmingham flight (AI-117) just before landing. A few days later, on 9 October, AI-154 from Vienna to Delhi, also a Boeing 787, was diverted to Dubai due to "technical issues".

Later, FIP in its letter to the minister stated that as per its information, the B787 aircraft was diverted due to a "sudden failure of autopilot system, triggering a series of technical malfunctions".

Air India denied "any assertion that there was an electrical failure" in the aircraft that was diverted to Dubai.

The RAT is an emergency power source which deploys automatically in the event of a dual engine failure or total electrical or hydraulic loss.

The DGCA has also directed the airline to "review the work package of 'D' Check for the actions required in view of the change of PCM module, for any discrepancy." During the landing at 400ft RAT unlock message came and it subsequently got deployed. The pilot did not report any related abnormality and the aircraft landed safely, the DGCA official said on the condition of anonymity.

Hindustan Times



Corporate Communications Directorate

MINT

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Etihad focuses on premium India mkt

Etihad Airways, which operates 185 flights a week across 11 Indian cities, is banking on premium travel experience, customer segmentation and strategic partnerships to drive its business growth in the country, which is among the top three global markets for the airline, said an official of the Abu Dhabi-based carrier.

Unable to expand through additional flights, the airline is focusing on "smart ways" to grow its India revenues, and central to these plans is upgrading its product offering to attract high-value travellers, Etihad Airways vice president for global sales and distribution Javier Alija told *PTI*.

The carrier is using 100% of its allocated capacity under the bilateral agreement between India and the UAE, which caps 50,000 seats per week for Abu Dhabi-based airlines.

The 50,000-seat limit is shared between Etihad and Air Arabia Abu Dhabi.

PTI

अहमदाबाद विमान हादसे में अकेला जिंदा बचा शख्स खामोशी में डूबा

Nimesh Khakhariya, Ashish Chauhan & Naomi Canton | TNN

12 जून के दो विडियो खुब वायरल हुए। पहला विडियो एक विमान के उड़ान भरने का था, जो कुछ ही सेकंड में अचानक एक इमारत से टकराकर आग के गोले में बदल गया। चंद पलों में 242 लोगों की जिंदगियां खत्म हो गईं। दूसरे विडियो में पना काला धुआं आसमान की ओर उठ रहा था, अहमदाबाद एयरपोर्ट से करीब 1.7 किमी. दूर यह कहीं जगह थी जहां एयर इंडिया का फ्लाइट AI 171 उड़ान भरने के 40 सेकंड बाद गिर गई थी। विडियो में चीखें सुनाई दे रही थी, सायरन बज रहे थे और तभी उस धुएं में से एक सफेद टी-शर्ट और ग्रे पैट पहने एक आदमी लंगड़ाते हुए बाहर आता है। उसके कपड़ों पर खून के निशान थे, हाथ में फोन था। वह बार-बार एक ही बात कह रहा था, 'प्लेन फट्यो छे! प्लेन फट्यो छे!' (विमान फट गया है) वह कोई और नहीं, बल्कि उसी विमान के यात्री, 43 वर्षीय विश्वासकुमार रमेश थे, जो 242 लोगों में अकेले जिंदा बचे थे। उसी विमान में उनके भाई अजय कुमार भी थे, जो नहीं बच सके।

चार महीने पहले की वह त्रासदी देशभर की सुर्खियों में थी। प्रधानमंत्री नरेंद्र मोदी भी उनसे मिलने अस्पताल



एयर इंडिया विमान पर सवार 242 यात्रियों में से विश्वासकुमार अकेले शख्स थे जो जिंदा बचे थे।



पहुंचे थे। हमारे पास कहने को कुछ नहीं है। पांच दिन बाद वह अजय पर दीव लौट गए। उन्होंने परिवार से संपर्क किए जाने पर भी आपत्ति जताई। उनका घर अब हमेशा बंद रहता है। पहले जो परिवार हंसी और मेहमाननवाजी के लिए जाना जाता था, अब गहरी चुप्पी में डूबा है।

लंदन जाकर नियुक्त किया सलाहकार:

अब, चार महीने बाद, विश्वास से बात करना लगभग नामुमकिन है। टाइम्स ऑफ इंडिया के रिपोर्टर हाल ही में उनके दीव स्थित घर पहुंचे, तो उनके पिता रमेश भातिया ने बताया कि विश्वास लंदन चले गए हैं। वहां उन्होंने वकील और संकट रणनीति सलाहकार रैंड सीगर और संजीव पटेल को अपना प्रवक्ता नियुक्त कर लिया है। सीगर ने कहा, फिलहाल

करीबियों ने सुनाई सदमे में डुबे विश्वास की कहानी: विश्वास और अजय के पुराने दोस्त अय्यु उस्मानी बताते हैं, दोनों बहुत मिलनसार थे, पार्टियों पसंद करते थे। 11 जून की रात हम तीनों एयरपोर्ट जा रहे थे, पर दोनों इतने खुशामिजाज और मस्ती में थे कि दो घंटे देर हो गईं। विडंबना यह कि अजय को उस उड़ान पर जाना ही नहीं था। अजय के समुर शांतिलाल भीखा

कहते हैं, सिर्फ विश्वास को लंदन लौटना था। अजय ने आखिरी वक्त पर फैसला किया कि वह भी जाएगा। काश, वह नहीं जाता।

विश्वास के पिता रमेश कहते हैं, वह अब किसी से बात नहीं करता। फोन तक नहीं उठाता। शायद लंदन जाकर शांति खोजने की कोशिश कर रहा है। हमने एक बेटा खोया और दूसरा खो गया है। वह जिंदा है, पर अब हमारे बीच नहीं है। मां से भी बात नहीं करता और फोन भी कभी-कभी ही उठाता है। करीब छह हफ्ते पहले परिवार फिर हादसे वाली जगह गया था। उस्मानी बताते हैं, उन्होंने वहां एक छोटा सा पूजा-संस्कार किया। वे बार-बार वहां जाते हैं, जैसे अजय को अपने पास महसूस करना चाहते हों।

हादसे में भाई को खोने के बाद अकेले रहने लगे थे:

रमेश के चार बेटों में विश्वास सबसे बड़े हैं, और अजय दूसरे नंबर पर थे। दोनों बेहद करीब थे। अजय ने 2021 और 2022 में अपनी दो बेटियों को खो दिया था। विश्वास हमेशा उसके साथ थे, उन्हें संभालते रहे। उनके कजिन धीरेंद्र सोमाभाई कहते हैं, हादसे की बात होते ही विश्वास को घबराहट होने लगती थी। वह अकेले रहना पसंद करते थे। कभी-कभी जिंदा बच जाना भी एक बोज़ बन जाता है, ऐसा बोज़, जिसे शायद सिर्फ वही समझ सकता है जिसने अपनी आंखों के सामने सब खो दिया हो।

एयर इंडिया को पीसीएम वाले आरएटी की दोबारा जांच करने के निर्देश

मुम्बई, 12 अक्टूबर (एजेंसी) : विमानन सुरक्षा नियामक डीजीसीए ने एयर इंडिया से कहा है कि उन सभी विमानों में आरएटी (रैम एयर टर्बाइन) की दोबारा जांच की जाए, जिनके पावर कंडीशनिंग मॉड्यूल (पीसीएम) को टाटा समूह के स्वामित्व वाली इस एयरलाइन ने हाल में बदला है।

डीजीसीए ने अमरीकी विमानन कंपनी बोइंग से बिना कमांड वाले आरएटी की तैनाती के संबंध में लागू किए जाने वाले निवारक उपायों पर एक व्यापक रिपोर्ट मांगी है। हाल में एयर इंडिया-787 विमानों से जुड़ी दो घटनाओं में आरएटी प्रणाली सक्रिय हो गई थी। दोनों इंजन, इलेक्ट्रॉनिक तंत्र और हाइड्रोलिक प्रणाली खराब होने पर आरएटी सक्रिय होता है।

डीजीसीए के एक वरिष्ठ अधिकारी ने कहा कि एयर इंडिया को उन सभी विमानों के आरएटी की फिर से जांच करने की सलाह दी गई है, जिनके पीसीएम मॉड्यूल को हाल ही में बदला गया था। पीसीएम एक महत्वपूर्ण विद्युत घटक है, जो विमान की बिजली उत्पादन प्रणाली से विभिन्न ऑनबोर्ड प्रणालियों को नियंत्रित करता है। बोइंग

डीजीसीए ने बोइंग से भी निवारक उपायों की व्यापक रिपोर्ट मांगी



पायलट संस्था ने लिखा था पत्र

दो दिन पहले पायलटों के समूह फेडरेशन ऑफ इंडियन पायलट्स (एफआईपी) ने नागर विमानन मंत्री को एक पत्र लिखकर सरकार से एयर इंडिया के पूरे बी787 विमान बेड़े को उड़ान भरने से रोकने और एयरलाइन का विशेष ऑडिट करने का आग्रह किया था।

को दुनिया भर के विमान संचालकों से प्राप्त कठिनाई की रिपोर्ट उपलब्ध कराने के लिए भी कहा गया है।



Corporate Communications Directorate

THE PIONEER

DELHI

13 OCTOBER 2025

DGCA orders reinspection of emergency power units on AI Boeing 787s

ASHOK RAO :: New Delhi

India's aviation safety regulator, the Directorate General of Civil Aviation (DGCA), has directed Air India to conduct a reinspection of the Ram Air Turbine (RAT) storage system across all Boeing 787 aircraft that recently underwent replacement of their Power Conditioning Module (PCM).

This directive follows two recent safety incidents involving the airline's Boeing 787 fleet, raising concerns about possible systemic issues. The regulator has also asked US aircraft manufacturer Boeing to submit a detailed report on preventive actions related to the uncommanded deployment of the RAT — a critical emergency component used to generate power in the event of electrical or hydraulic failure.

The most recent event occurred on October 9, when Air India flight AI-154, enroute from Vienna to Delhi, experienced a sudden autopilot system failure mid-air, prompting the pilots to divert the aircraft to Dubai. Days earlier, on October 4, the RAT was unexpectedly deployed just before landing during flight AI-117 from Amritsar to Birmingham.

In both incidents, the aircraft landed safely and without injury. However, the Federation of Indian Pilots (FIP) has urged the Ministry of Civil Aviation to take immediate action, including grounding the entire Boeing 787 fleet operated by Air India and initiating a comprehensive safety audit.

A senior DGCA official said Air India has been instructed to reinspect the RAT stowage configuration on all 787 aircraft where the PCM — an essential electrical unit responsible for distributing and regulating onboard power — has

recently been changed. "The work package for the aircraft's 'D' Check should also be reviewed, specifically considering the PCM replacement, to ensure no discrepancies are overlooked," the official added.

The RAT, a turbine powered by wind during flight, automatically deploys when standard power sources fail. According to the DGCA, during the October 4 incident, the RAT was triggered at an altitude of 400 feet on approach to landing. The flight crew did not report any anomalies, and the aircraft completed a safe landing. Boeing-recommended maintenance checks were carried out following the incident, with no faults found.

The DGCA has formally asked Boeing to provide a global overview of any similar RAT deployment incidents involving the 787 series. It has also requested data on service difficulties reported by operators worldwide following PCM module changes, as noted in Boeing's internal maintenance digests.

Air India has denied reports of a full electrical failure on the Vienna-Delhi flight but acknowledged a "technical issue" led to the diversion. However, the pilots' association's letter paints a more alarming



picture, describing simultaneous failures of critical flight systems, including autopilot, instrument landing systems (ILS), and degraded flight controls. Pilots were reportedly forced to operate the aircraft manually during night operations, with limited assistance from onboard systems.

The FIP's letter stated, "The situation created a hazardous flight environment. Without autopilot, degraded flight control systems, and no Autoland capability, the crew was left with no option but to divert."

These latest events have revived concerns about Air India's operational safety, especially following a catastrophic crash earlier this year. On June 12, a Boeing 787-8 operating as flight AI11 from Ahmedabad to London Gatwick crashed shortly after take-off, killing all 260 people onboard — one of the deadliest aviation disasters in Indian history.

As the DGCA deepens its investigation, both Boeing and Air India face mounting pressure to address safety issues proactively. With Air India's 787 fleet under increasing scrutiny, regulators and aviation experts will be closely watching how the airline and the aircraft manufacturer respond to these recent warnings.



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

11 OCTOBER 2025

फिर तकनीकी खराबी: दिल्ली आ रहा बोइंग 787 दुबई डायवर्ट

नई दिल्ली @ पत्रिका. वियना से दिल्ली आ रहे एयर इंडिया के बोइंग 787 विमान को गुरुवार को तकनीकी खराबी के कारण दुबई के लिए डायवर्ट करना पड़ा। विमान ने ऑटो पायलट रीसेट होने के बाद शुक्रवार दोपहर सुरक्षित रूप से इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर लैंड किया। एयर इंडिया ने कहा कि विमान में कोई सुरक्षा समस्या नहीं थी। इस बीच, भारतीय पायलट संघ (एफआइपी) ने विमानन मंत्रालय और डीसीजीए से सभी बोइंग 787 विमानों की उड़ानों पर जांच होने तक रोक लगाने और विमानों के रखरखाव का विशेष ऑडिट करवाने की मांग की है। यह एक सप्ताह में इसी मॉडल के ड्रीमलाइनर के साथ दूसरी घटना है। इससे पहले 4 अक्टूबर को एयर इंडिया के एक ड्रीमलाइनर को इमरजेंसी लैंडिंग करनी पड़ी थी।



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AHMEDABAD

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Pune-Delhi Akasa Air flight suffers bird hit, lands safely

Pune: A bird strike was detected on Akasa Air's Pune-Delhi aircraft after it landed safely in the national capital Friday morning, reports **Joy Sengupta**.

The airline, in a statement, confirmed the incident. "Akasa Air flight QP 1607 flying from Pune to Delhi on Oct 10 experienced a bird hit. The aircraft landed safely and all passengers and crew were deplaned. The aircraft is being examined by our engineering team in accordance with Akasa Air's standard operating procedures and will be released for service after thorough inspection. At Akasa Air, safety continues to be our top priority," an airline spokesperson told **TOI**.

The flight was scheduled to depart from Pune at 7.50am and land in Delhi at 10.10am. According to aircraft tracker app Flightradar24, the plane took off around 8.15am and landed in Delhi at 10.10am. Thereafter, the bird strike was detected. The airline did not mention which part of the aircraft, a Boeing 737 MAX, was struck and the extent of the damage. Nor did it divulge the place of occurrence.



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MUMBAI

12 OCTOBER 2025

IndiGo to start Delhi-China direct flights from Nov 10

New Delhi: After an over five-year lull, India and China will ramp up their direct air connectivity. IndiGo Saturday announced a daily direct flight between Delhi and Guangzhou from Nov 10, shortly after the airline links Kolkata and Guangzhou from Oct 26. Air India is also set to fly to China before the end of the year and many Chinese carriers will have India flights. IndiGo has been among the first airlines to reinstate flights between the two countries.

In 2019, India and China had 539 direct flights operated by airlines including Air India, IndiGo, China Southern and China Eastern. In March 2020, flights were halted during Covid. Since then, travelling between India and China meant doing so through a third country.

On Oct 2, aviation ministry said direct flights “follow continuous technical-level engagement between civil aviation authorities as part of broader efforts to normalise ties.” TNN



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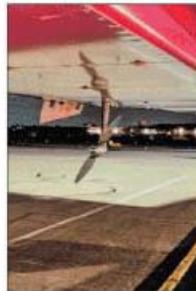
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Auto RAT deployment: DGCA orders AI to reinspect Boeing jets

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New Delhi: Investigating the uncommanded deployment of the ram air turbine (RAT) — a procedure triggered during engine failures — on an Air India Boeing 787 flight on Oct 4, Directorate General of Civil Aviation (DGCA) has directed the airline to reinspect RATs on all aircraft where the power conditioning module (PCM) was recently replaced.

The directive aims to determine whether there is any correlation between the newly replaced PCM and the uncommanded RAT deployment. DGCA has also asked the US aerospace major to submit a “comprehensive report outlining the preven-



tive measures to be implemented” to address such uncommanded RAT deployments.

On Oct 4, an Air India B787-8 (VT-ANO) experienced an uncommanded RAT deployment while approaching Birmingham, UK. “During landing, at about 400 feet, a RAT unlock message appeared and RAT de-

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ployed. The pilot did not report any associated abnormality. The aircraft landed safely. Boeing-recommended maintenance actions for uncommanded RAT deployment were carried out, and no discrepancies were observed. Accordingly, the aircraft was released for service and flown back to Delhi on Oct 5,” an official said.